The Municipality of Metropolitan Toronto
Draft Official Plan - September 1992

The Liveable Metropolis

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Introduction

The Municipality of Metropolitan Toronto was created as a federation of local municipalities in 1953 in order to improve the efficiency of municipal government and standardize the delivery of major services. The six area municipalities within Metropolitan Toronto are the Borough of East York and the Cities of Etobicoke, North York, Scarborough, Toronto, and York. Metropolitan Toronto covers an area of 630 square kilometres and is home to approximately 2.3 million people.

Metropolitan Toronto is also part of the Greater Toronto Area (GTA), together with the four other regional governments: Durham, Halton, Peel, and York. The GTA encompasses an area slightly over 7,000 square kilometres, of which approximately 1,500 square kilometres are urban and over 5,500 square kilometres are rural. Its population is approximately 4.2 million people.

The Liveable Metropolis

The Metropolitan Toronto Official Plan contains policies to achieve goals and objectives for Metropolitan Toronto and a guide for public and private initiatives to achieve a liveable metropolis.

A liveable metropolis may be defined as a place where human activities enhance rather than harm the natural environment; where ethno-racial diversity is valued and protected; and where economic activities serve the needs of the population and respect the limitations of the natural resource base.

A liveable metropolis is based on three interacting components: a healthy environment, economic vitality, and social well-being. A healthy environment means clean air, water, and soil, and a diversity of species and habitats maintained through practices that ensure sustainability over the long term.

Economic vitality means a competitive, diverse, and adaptable economic environment supported through maintaining the integrity of key employment areas. Social well-being means enhancing accessibility, community identity, and opportunities for participation. A balance among these three components is crucial to liveability. Achieving this balance requires that the long-term environmental, social, and economic implications of development be considered in the decision-making process.

Metropolitan Toronto will be a liveable metropolis when these goals and objectives are fully achieved:

- the air, soil, and water are unpolluted;
- valuable natural resources are conserved, not wasted;
- residents can find appropriate affordable accommodation close to employment, commercial, and retail opportunities;
- people can travel throughout the municipality using convenient and energy-efficient means;
- the metropolitan structure supports a sense of pride, security, belonging, and identity for the residents of Metropolitan Toronto;
- diverse and viable employment opportunities are available to the metropolitan labour force in accessible locations throughout the municipality;
- an extensive, interconnected system of well-defined and accessible parks, recreational areas, and public open spaces exists to meet the leisure needs of the metropolitan population;
- all residents enjoy equitable access to services available in Metropolitan Toronto.

To achieve this vision of a liveable metropolis, this Official Plan has the following purposes:

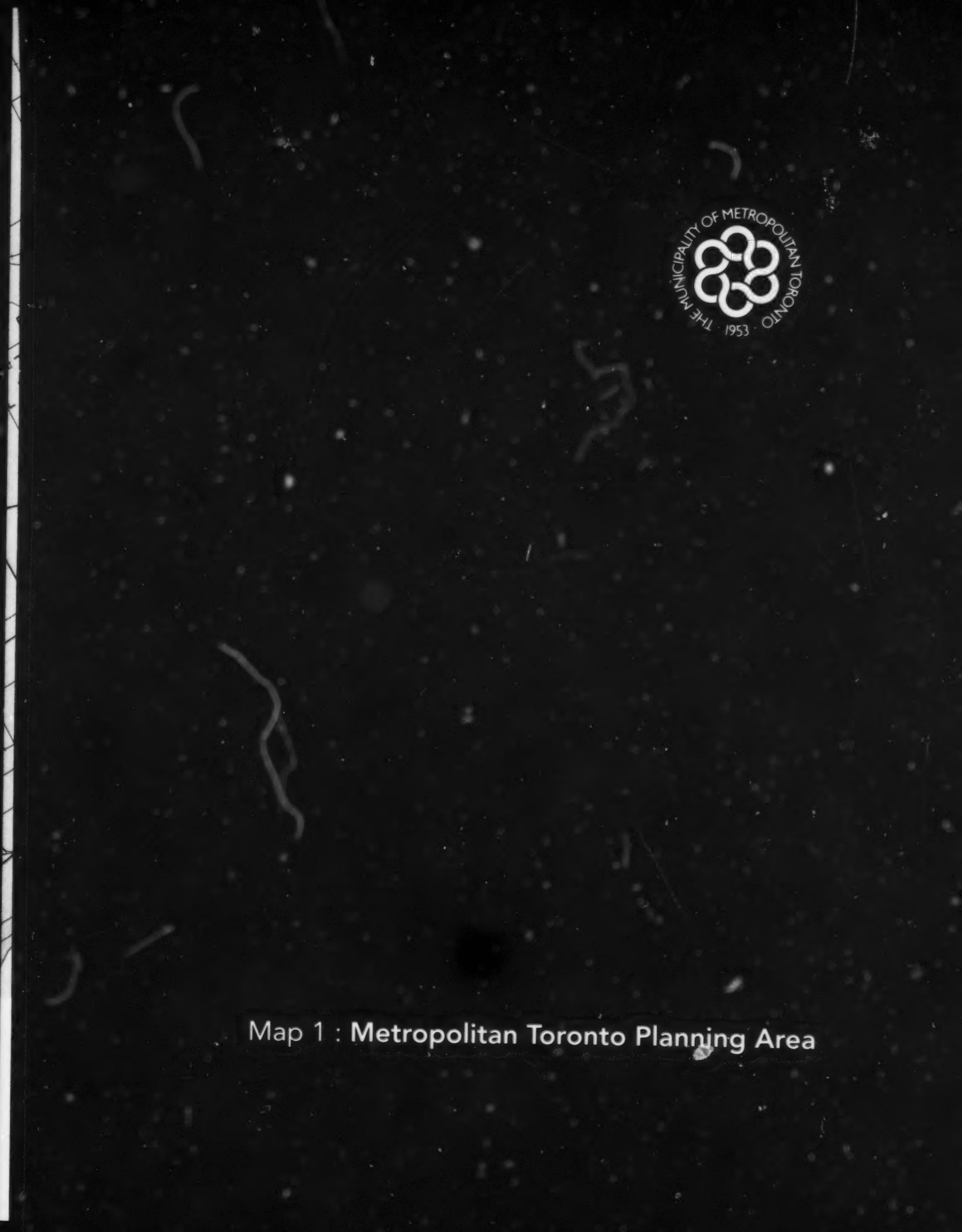
- to provide a framework for a better quality of life within Metropolitan Toronto;
- to present policies to guide the pattern of development across the region from a long-range planning perspective.

Because of its implications for public and private investment, the Official Plan is a document that becomes legally binding when adopted by Metropolitan Toronto Council and approved by the Government of Ontario. All Metropolitan Toronto by-laws and public works must conform to the approved Plan.

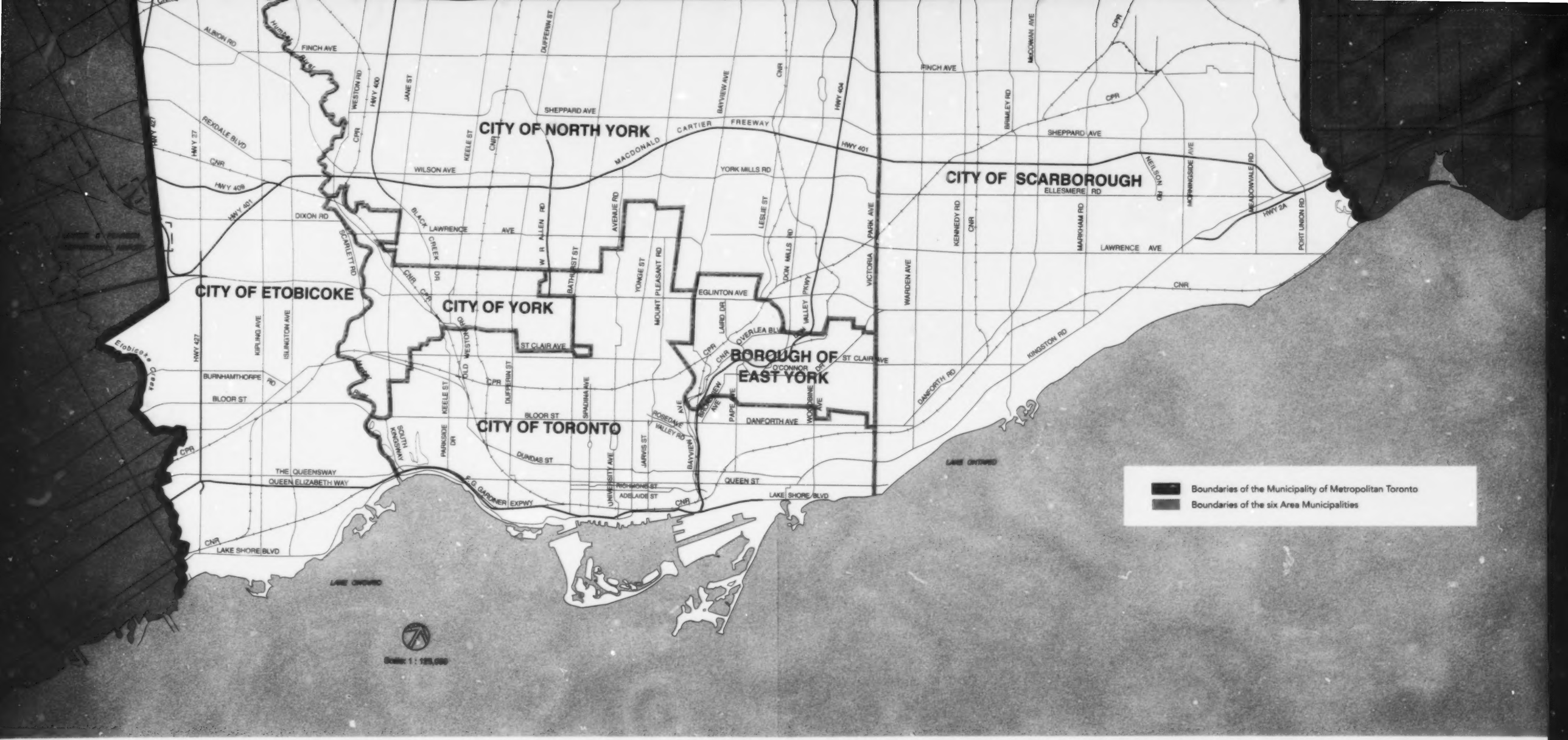
Metropolitan Toronto's Official Plan directly affects the official plans adopted by the area municipalities. Their official plans and public works must also conform to the Metropolitan Toronto Official Plan.

Currently, the development of the metropolitan area is guided by the Official Plan approved in 1980. That Plan focused on the establishment of an urban structure designed to modify the concentration of jobs, services, and amenities in the Central Area within the City of Toronto. Many of the Plan policies were concerned with making the most effective use of existing facilities and infrastructure by encouraging employment outside of the Central Area, in metropolitan centres located along rapid transit routes. The Plan also established a number of key policies related to protecting valley lands, developing a balanced transportation system, and providing affordable housing.

The 1980 Plan was successful in a number of areas. It built cooperation among the



Map 1 : **Metropolitan Toronto Planning Area**


CITY OF ETOBICOKE
CITY OF NORTH YORK
CITY OF YORK
BOROUGH OF EAST YORK
CITY OF TORONTO
CITY OF SCARBOROUGH
Boundaries of the Municipality of Metropolitan Toronto
Boundaries of the six Area Municipalities

Map 1 : **Metropolitan Toronto Planning Area**

area municipalities in addressing inter-municipal planning issues; it encouraged employment growth outside the Central Area, within the metropolitan centres; and it developed a consistent planning approach to the protection of valley lands within Metropolitan Toronto.

Many of the policies contained in the 1980 Plan are still sound, but changes over the last decade now require a fundamental reassessment of the Plan.

Social Change: The Metropolitan Toronto population is becoming increasingly diverse. A changing ethno-racial composition, an aging population, and the trend towards smaller households create new and varied needs for housing and transportation in the community.

A Changing Economic Environment: Metropolitan Toronto's economy and those of the surrounding GTA regions have been affected by a number of factors, such as the general aging and restructuring of industry, technological change, and the globalization of the business world. These changes continue to have major repercussions for the local economy.

Economic restructuring has also affected the budgets of all levels of government. Fewer discretionary dollars are available, requiring all public agencies to do more with less.

Increasing Environmental Awareness: People are more aware of how seriously our activities are damaging vital natural processes, both on a global scale (global warming is an example) and on a local scale (pollution along the Lake Ontario shoreline, for instance). With greater awareness comes an increased need to incorporate environmental considerations into the planning process and to improve the framework for protecting natural ecosystems.

Urban Development in the GTA: The rapid growth in the areas surrounding Metropolitan Toronto has created traffic congestion and placed considerable development pressure on agricultural land and open space. The problem is aggravated by the style of housing being built and by residential development that is not dense enough to support effective transit systems. Such development costs more to service with infrastructure and community facilities. A coordinated approach is required to address the implications of this type of growth in the GTA.

Changes in Political Structure: The Metropolitan Toronto Council is now a directly elected body, with a broader mandate and more direct involvement in the concerns of the metropolitan community. The decision-making process now focuses on the concept of "regional interest" rather than local interests.

As the nature and extent of issues facing Metropolitan Toronto and the GTA change, so must the process for dealing with them. Greater interregional coordination and cooperation will be required to address the social, environmental, and economic problems of the coming decades.

Planning Strategies for the Reurbanization of Metropolitan Toronto

The population of the Greater Toronto Area is expected to increase from approximately 4 million to 6 million over the next 20 to 30

years. Metropolitan Toronto has set targets aimed at accommodating a minimum of 300,000 new residents over this period. As virtually all of Metropolitan Toronto is already built up, the additional population will be accommodated through a process of redevelopment and reinvestment.

This strategy for reinvestment and redevelopment is called "reurbanization." It means taking advantage of the opportunities and facilities that already exist across Metropolitan Toronto, building on existing assets rather than expanding further outward to undevel-oped sites. Reducing sprawl, reducing reliance on the automobile, reducing loss of natural resources, and reducing public servicing costs associated with development are the fundamental objectives of the reurbanization initiatives.

The Metropolitan Toronto Corporation is responsible for services such as water supply, solid waste management, and water pollution control, the transportation system (arterial roads and transit), regional recreational facilities and parks, policing, environmental protection, non-profit housing, economic development, and a wide range of community services.

The overall distribution of population, employment, housing, and green spaces, and the transportation network of, water and sewer pipes, and utilities are referred to in this Plan as the "metropolitan structure." The structure has many important implications for enhancing the liveability of the metropolis. It affects the length of daily commutes and the accessibility of the transit network, which in turn affect the amount of congestion and air pollution. The structure of the metropolis also determines access to services and shopping, opportunities for new businesses to locate, and the ability of existing businesses to remain viable.

Since Metropolitan Toronto is responsible for providing services, it has an interest in ensuring that all land uses can be serviced efficiently and effectively, and in ensuring that the overall distribution of services contributes to a healthy environment, economic vitality, and social well-being.

The challenge facing Metropolitan Toronto is how best to mould the structure of the metropolis to achieve liveability effectively and with cost efficiency. This means taking advantage of underutilized sites, particularly those located along transit routes and major arterial roads, to add new housing, commercial, and retail opportunities in mixed-use developments.

By encouraging the location of jobs and housing near each other, along with supportive commercial and recreational uses, Metropolitan Toronto can expect to see a more efficient pattern of development. Such a pattern means more population can be accommodated within Metropolitan Toronto's boundaries, which may take the development pressure off the green spaces and agricultural lands within the GTA. These reurbanization strategies, when coupled with an ecosystem approach, provide a sustainable planning framework for a liveable metropolis.

Reurbanization Strategies

1. Directing new employment and housing to Centres and Corridors strategically located across the metropolitan area in

order to distribute residential and employment opportunities more equitably.

The overall distribution and density of residential and commercial development is greatly affected by the metropolitan transit system. A characteristic of the urban development pattern is that Centres, or "nodes," of high-density development occur near subway stations across the municipality. There are also pockets of relatively high-density development in Corridors close to major arterial roads and expressways. Much of the development outside the Centres, on the other hand, consists of low-density, single-family dwellings.

Metropolitan Toronto's urban form is also characterized by the strong dominance of the Central Area as the primary business and employment centre of the metropolitan region. Although the relative importance of the Central Area within Metropolitan Toronto has been declining in recent years as jobs locate in the suburbs and periphery, the number of jobs and the amount of officeand retail space in the Central Area continue to grow.

The key thrusts of the reurbanization initiatives are to emphasize the intensification of existing built-up areas, primarily in Centres and Corridors, and to better use and integrate transit facilities, combined with policies to protect heritage features, green spaces, and stable residential areas.

2. Redevelopment of underutilized areas in a manner that enhances their viability, diversity, and sustainability.

Much of the metropolitan development pattern has changed as a result of economic and social conditions. The decline in the manufacturing sector, the increased use of the automobile, and restrictive zoning practices have produced many underutilized areas within Metropolitan Toronto. These include shopping centres with large parking areas at grade, underutilized landscaped areas surrounding apartment sites, strip retail malls, obsolete industrial lands, and suburban office parks that are deserted at night. Such areas represent a vast supply of land available for redevelopment in areas that are already serviced by infrastructure (transit, water, sewage disposal), yet do not pose a threat to the established residential neighbourhoods.

3. The creation and promotion of mixed-use development.

Also characteristic of Metropolitan Toronto's urban form is a quite distinct separation of land uses. In many areas across the municipality, employment-related land uses, such as office and industrial uses, are distinctly separated from residential uses. This separation made sense when industries were incompatible because of their noise and odour, but it makes less sense in today's economy of information services and cleaner industries. The benefit of mixing land uses is to utilize land in a more efficient manner, to create more accessible and viable residential and employment opportunities, and to create a more diverse metropolitan environment.

4. The protection of critical areas of economic enterprise and the promotion of a variety of locations for economic activities.

Changes to Metropolitan Toronto's economy have reduced the need to separate many

economic activities from residential uses. However, some economic activities continue to be sensitive to the impacts of other land uses and require relative isolation and protection. In order to provide the appropriate range of location choices that will support the full range of economic activities necessary for Metropolitan Toronto's economic health, certain areas must be identified and protected for particular types of activities while other areas are promoted for mixed use.

5. An emphasis on metropolitan design to improve the physical form and quality of the metropolitan structure.

For reurbanization to lead to a more liveable metropolis, it must be undertaken in the context of clearly defined objectives for the physical form and quality of the metropolitan structure. The physical framework defined by this structure — the Metropolitan Green Spaces, the metropolitan transportation system, Centres and Corridors, and regionally significant public and civic buildings and facilities — comprises the principal regional public spaces of Metropolitan Toronto. The design of these spaces is important to the liveability of the metropolitan environment. The identity of Metropolitan Toronto is linked directly to the quality of its public realm.

6. Comprehensive environmental policies designed to ensure that environmental integrity is properly considered in land use decisions.

A major focus of environmental policies is to significantly enhance air, water, and soil quality across the metropolis.

Policies must also encourage energy conservation through more concentrated, intense land use that favours non-automobile transportation (more public transit, foot traffic, and bicycle use), in order to reduce the harmful emissions produced by automobiles.

7. Achievement of an integrated Green Space System, recognizing its key functions within the metropolitan structure.

The green spaces of Metropolitan Toronto provide the structural "frame" for the reurbanization strategy. These areas provide a contrast to the built environment and offer much-needed breathing space, both physically and psychologically, to the urban dweller.

In fulfilling this need, green spaces provide five important and often overlapping functions that contribute to the social well-being and healthy environment of the metropolis.

Ecological Preservation: Green spaces encompass a varied mosaic of ecological systems in Metropolitan Toronto. The valley and ravine systems and the shoreline are important natural corridors and include many specific natural resources, including wetlands, core wildlife habitats, and other environmentally sensitive areas.

Physical Safety: Many green spaces cannot be developed without risking flooding or erosion, which could pose hazards to life or property.

Amenity: Green spaces provide a wide range of leisure and recreational opportunities that contribute to individual and social well-being.

Metropolitan Identity: Green spaces are a major physical defining feature of the metropolitan structure and can play a significant role in creating a coherent physical identity for the metropolis.

Economic Vitality: Green spaces provide the setting for many activities that contribute to the metropolitan economy; for example, tourism.

8. A balanced transportation system — including rapid transit, rail corridors, surface transit, pedestrian and cycling amenities, and best use of the road system for movement of goods and people — with the existing facilities used to their fullest capacity.

The transportation system is a key component of the planning framework. Improvement and expansion of the transportation system is necessary to accommodate population and employment growth, to meet emerging travel needs, and to support the objectives of this Plan for economic vitality. A balanced transportation system is essential, with emphasis being given to improving each of the various modes of travel in accordance with mobility needs for people, goods, and services. Metropolitan Toronto's transportation objectives include managing demand as well as supply.

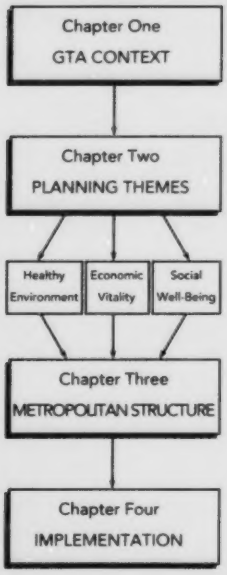
A change in emphasis, from moving vehicles to moving people, is both desirable and necessary. Expanding the rapid transit system and increasing its attractiveness as an alternative to the automobile for a wider range of trip origins, destinations, and purposes is a high priority. In recognition of the environmental and energy benefits associated with increasing the proportion of trips on foot, bicycle, and transit, facilities and amenities to promote these modes of travel will be supported and pursued.

9. Provision of infrastructure capacity to serve a population of 3.0 million people beyond the year 2011, with priority given to servicing Centres and Corridors.

Reurbanization will occur only in locations with the physical potential to accommodate intensification and where stable residential neighbourhoods would not be disturbed. To encourage this type of redevelopment, and to enhance its economic feasibility, Metropolitan Toronto will target additional municipal infrastructure and service improvements — such as water supply, sewer systems, waste disposal, transportation networks, social services, and community services — to these reurbanization areas.

10. Provision of implementation mechanisms that make effective use of the resources available to the Corporation and other participants in plan implementation, including:

- **a planning process in which Metropolitan Toronto and the area municipalities fulfil distinct and mutually supportive roles reflecting their interests;**
- **a development review process that is clear, consistent, and undertaken within a reasonable timeframe;**
- **a development review process that stresses the integration of environmental, social, and economic considerations in land use planning;**



• continuous monitoring and evaluation of development impacts to ensure that services, facilities, and opportunities are equitably distributed, and that adverse impacts are accounted for, prevented, or mitigated;

• a participatory planning process.

The reurbanization strategy is guided by the principle of sustainability, which requires future development to be socially, economically, and environmentally sustainable. This requires a comprehensive decision-making process that can incorporate the objectives and policies of healthy environment, social well-being, and economic vitality in a way that recognizes the relationships and connections among them.

Planning for the liveable metropolis is a responsibility shared among many, including Metropolitan Toronto, the area municipalities, other levels of government, individuals, and corporations. Implementation of the Plan's policies requires establishing a planning process that clearly reflects Metropolitan Toronto interests in all planning applications that affect the metropolitan structure and the operational programs of the Corporation, and addressing the need for Metropolitan Toronto to be involved earlier in the process, and in a greater coordinating capacity than at present. Effective implementation also requires a process that clearly establishes the requirements to be met by any proponent at the beginning of the process, and at the same time minimizes the number of unnecessary reviews and approvals by participating agencies.

Components of the Official Plan

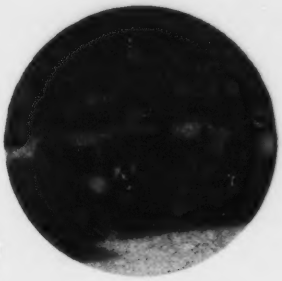
Council's ability to succeed in achieving many of the planning elements in its Official Plan depends not only on the decisions made by Metropolitan Toronto and its area municipalities; it depends also on initiatives that Metropolitan Toronto takes within the planning framework of the surrounding area. Chapter 1 of this Plan establishes Council's policy initiatives with respect to the other municipalities in the Greater Toronto Area.

Chapter 2 outlines detailed policies to guide the future development of the liveable metropolis. They are arranged under the three planning themes of healthy environment, economic vitality, and social well-being.

Chapter 3 outlines specific policies for the metropolitan structure that integrate the three themes. Chapter 4 describes the key ways in which Council intends to implement the Plan.

A change to the goals, objectives, and policies of Chapters 1, 2, 3, and 4, will require an amendment to the Plan. The supporting text and graphics are for explanatory and descriptive purposes only and are not Official Plan policy. As well, Chapters 3 and 4 contain targets. These targets are a guide for future actions and provide a means of assessing progress in meeting the Plan's objectives. They are not Official Plan policy.

CHAPTER 1



The Regional Context

Objective

To promote the overall management of population change and development within the Greater Toronto Area in an efficient, environmentally sound, and sustainable manner.

1 The Regional Structure

The ability to achieve a liveable metropolis depends, in part, on the regional planning framework. The decisions made by the other municipalities of the Greater Toronto Area regarding the distribution and mix of development affect the servicing requirements, transportation patterns, and housing needs within Metropolitan Toronto. Metropolitan Toronto's ability to achieve its goal of a liveable metropolis depends on the success of the larger GTA in managing growth in a sustainable manner.

At the same time, because of Metropolitan Toronto's central location, its large population, and its significant role in providing employment, its decisions and investments have considerable impact on the whole GTA. Metropolitan Toronto can influence the extent of development through investments made in transportation, infrastructure, and housing. It can also influence the type of development by taking a leadership role in research and monitoring and by suggesting strategies on issues such as employment, urban form, housing, sustainable development, transportation options, and the quality of urban life.

Policies

It is the policy of Council:

1. to undertake research and to develop programs and projects, in cooperation with other GTA municipalities, on urban issues facing the GTA.

2. to develop and maintain a system for monitoring key indicators of housing, employment, transportation, and the environment.

2 Urban Form

In the GTA regions surrounding Metropolitan Toronto, the dominant urban form is low-density, automobile-oriented residential and commercial development. Because of the low densities and the long distances between homes outside Metropolitan Toronto and work destinations inside it, transportation alternatives such as transit, cycling, and walking are seldom available. Reliance on the automobile not only contributes to air pollution but also causes large numbers of residents to commute by automobile into the metropolitan area, thereby congesting roads and highways.

Steps must be taken to significantly reduce automobile use generally and automobile commuting into Metropolitan Toronto in particular; such steps include developing a mix of housing to accommodate the wide range of needs across the GTA, and encouraging greater links between economic opportunities and the available labour force.

Policies
It is the policy of Council:

1. to support GTA initiatives that discourage expansion of the urban envelope (which is defined as lands designated for development in approved official plans) and thereby encourage the effective use of lands already committed to urban development. Metropolitan Toronto is committed to achieving a population of 2.5 to 2.8 million people by the year 2011.

2. to support initiatives of other GTA municipalities to encourage future development to take place in an intensified urban form and at increased densities by creating Centres and Corridors that concentrate employment, housing, and recreation where they can be serviced effectively by transit, walking, and cycling; and in particular, to support the achievement of a minimum density level of 4,000 persons per square kilometre as an overall density target for urban areas within the GTA.

3. to support initiatives of other GTA municipalities to provide a range of housing matched to available employment opportunities.

4. to target towards proposals that support policies 1, 2, and 3 above, any services that serve development outside the Metropolitan Toronto boundaries.

3 Healthy Environment

The success of Metropolitan Toronto environmental initiatives, such as water quality strategies, is affected by the activities upstream in the GTA regions. Several of the major watersheds in the GTA drain from the major recharge area of the Oak Ridges Moraine, south through Metropolitan Toronto into Lake Ontario. Initiatives designed to enhance water and air quality and to preserve agricultural land and open space must adopt an ecosystem approach — one that respects natural boundaries, not political ones.

Policies
It is the policy of Council:

1. to support and participate in initiatives to protect and regenerate environmentally sensitive natural resources including core

Map 2 : **The Regional Context**

Map 2 : **The Regional Context**

habitats, Environmentally Significant Areas, Areas of Natural and Scientific Interest, and wetlands located within the valley and stream corridors and elsewhere.

2. to support initiatives aimed at protecting the Oak Ridges Moraine's function as a groundwater recharge area, recognizing its importance in maintaining the water resources of the GTA.

3. to support provincial and regional initiatives aimed at improving the water quality of watercourses upstream from Metropolitan Toronto, through participation in and implementation of the watershed strategies of the Metropolitan Toronto and Region Conservation Authority and other agencies.

4. to cooperate with the International Joint Commission and other jurisdictions in initiatives to reduce the contaminants in Lake Ontario, so that the quality of the treated water from water treatment plants will continue to meet all safe drinking water requirements and so that the public may have increased confidence in municipally treated water supply.

5. to participate in effective interregional waste management and reduction strategies and to support development of waste management technologies.

6. to participate in joint efforts to establish an environmental information management strategy for the bioregion containing the lands south of the Oak Ridges Moraine and the Niagara Escarpment that drain into Lake Ontario and conduct environmental research in cooperation with other levels of government, special interest groups, and the public.

4 Economic Vitality

Metropolitan Toronto and the regions of the GTA share many of the same economic opportunities and constraints. Over the last two decades, the economies of the major industrial nations have changed dramatically in response to changing technologies, markets, and regulations.

Metropolitan Toronto recognizes the need to rationalize economic development strategies to meet the demands and maximize the strengths of both individual municipalities and the GTA as a whole, in order for Metropolitan Toronto and the GTA to remain internationally competitive.

Policies
It is the policy of Council:

1. to cooperate with other GTA municipalities in developing an economic development strategy aimed at enhancing the economic competitiveness of the GTA, including strategies to improve the amenities and services available to businesses and to ensure effective distribution of goods.

5 Social Well-Being

Over the last two decades much of the growth in the GTA has occurred outside Metropolitan Toronto. Growth of these communities will eventually lead to an increased demand for human services, yet the bulk of these are still provided by agencies in Metropolitan Toronto.

Policies
It is the policy of Council:

1. to cooperate with other GTA municipalities in coordinating and planning for human services across the GTA in order to achieve a more equitable distribution of services.

6 Green Spaces

Policies
It is the policy of Council:

1. to cooperate with other GTA municipalities, conservation authorities, and the Province in creating an interconnected system of continuous green space corridors, based on the valley and stream corridors of the GTA watershed, to serve as regional links to local green space resources.

7 Transportation

Providing an effective and efficient interregional transportation system that is envi-ronmentally sustainable and offers a high level of mobility for people, goods, and services poses a challenge; it will require considerable interregional cooperation and making the best possible use of existing infrastructure and services.

Policies
It is the policy of Council:

1. to cooperate with other GTA municipalities in the creation of a coordinated interregional transit network with integrated scheduling and fares.

2. to support incremental improvement in the level of service of existing GO Transit rail services, the provision of two-way service, and the provision of services on lines not currently being used for this purpose; and to support the relocation of existing GO stations or the addition of new GO stations, in accordance with the Plan's urban form policies, where such stations:

a) serve metropolitan centres, other population and employment concentrations, and key travel generators such as international transportation terminals and major cultural, recreational, and institutional facilities;

b) support development of a more complete commuter rail network, emphasizing crosstown routes to complement the existing radial routes.

3. to support rationalization of rail-freight movement within and through Metropolitan Toronto to facilitate improvements to the commuter rail network.

4. to support physical and operational improvements to the provincial highway system and the road systems of the adjacent regional municipalities to assist in the effective and efficient interregional movement of people, goods, and services insofar as specific improvement projects are consistent with other objectives of this Plan and of Council and are compatible with the Metropolitan Toronto street system.

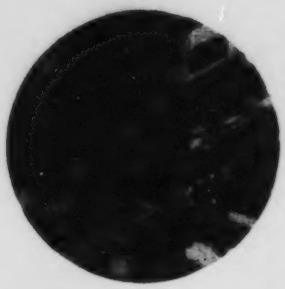
5. to support the implementation of high-occupancy vehicle lanes on provincial highways and on the roads of the adjacent regional municipalities and the provision of related ancillary facilities and services (such as parking lots for car-pool and van-pool formation and ride-share coordination services) to complement similar initiatives in Metropolitan Toronto.

6. to support and advocate initiatives by senior levels of government to improve the efficiency and capacity of the GTA airport facilities and to improve ground access to those facilities.

7. to promote the establishment of a travel demand management strategy for the GTA, and to cooperate with senior levels of government and with the area and regional municipalities of the GTA in its development and implementation.

Chapter 2

Planning Themes



A liveable metropolis is based on three interacting planning themes: a healthy environment, economic vitality, and social well-being. A balance among these three themes is critical to liveability. Achieving this balance requires that the long-term environmental, economic, and social implications of development be considered in the decision-making process. A degree of conflict is possible between the environmental, economic, and social objectives of this chapter when applied collectively to a specific proposal. In these cases, Council will assess any conflicts and decide on the relative priorities of the objectives with respect to the specific proposal.

1 Healthy Environment

The health of Metropolitan Toronto's natural environment is under stress. The increased pressure of continued population growth within the GTA and social values that favour economic growth over environmental health are threatening Metropolitan Toronto's environment.

Environmental stress is manifested in many ways, including contaminated soil, polluted air and water, and the loss of natural habitats. Four types of human activities result in damage to the natural environment. Physical restructuring of the environment to allow for urban growth leads to the loss and degradation of features, species, and habitats. The removal of natural resources, including trees and topsoil, interrupts and alters natural processes. The addition of nutrients, such as fertilizers and toxic contaminants, distorts natural growth patterns, compromises biotic health, and lowers the quality of soil, water, and air. The introduction of foreign species not part of the natural community and the gradual elimination of local vegetation and animals alters the health and integrity of the system.

Metropolitan Toronto has a number of responsibilities with respect to environmental

health. As a provider of services, it depends on the continued availability and quality of natural resources like water and clean air. As a major landowner, the municipality has a significant resource base to manage. Metropolitan Toronto has a mandate to provide leadership in addressing environmental problems and a key role in providing a policy framework for a coordinated response within the region. In addition, Metropolitan Toronto's role and location within the GTA demands active involvement in resolving these issues in cooperation with neighbouring regions and senior levels of government.

Metropolitan Toronto has initiated a number of projects, programs, and policies designed to achieve a healthy metropolitan environment. The Centres and Mainstreets initiatives are planned to promote energy efficiency and liveability. The Solid Waste Environmental Assessment Plan (SWEAP), the Metropolitan Toronto and Region Remedial Action Plan (MTRAP), and other Metropolitan Toronto public works initiatives take action on waste and various forms of pollution. The Official Plan incorporates and builds upon these initiatives, while adopting a broader planning approach that emphasizes environmental design and natural process management, conservation, and remediation activities. These activities in turn must be based upon an understanding and appreciation of the essential elements of a thriving ecosystem.

The success of this Plan is highly dependent upon close cooperation with area municipalities and local residents to bring about voluntary actions on private property or within neighbourhoods.

Goal

To conserve and manage wisely all natural resources in a manner that addresses global environmental problems, maximizes the environmental benefits of public and private investment, reduces wasteful consumption of physical resources, and promotes a clean, healthy, sustainable metropolitan environment.

Principles

In order to realize the goal of a healthy environment, the following principles shall be followed for the development of the liveable metropolis.

- Think globally while acting locally.
- Anticipate and prevent further environmental degradation.
- Conserve resources for present and future generations.
- Recognize interactions between all parts of the ecosystem including social, economic, and environmental factors, and acknowledge the need to achieve a balance among these components.
- Protect the integrity and vitality of natural systems and processes.

A series of policies for creating a healthy metropolitan environment are set out in the following pages. The policies have been organized under the following categories: environmental design and management; conservation; and remediation. The emphasis of the policies is on design and management as tools for anticipating and resolving environmental issues. Conservation efforts are also important to sustain and enhance natural processes within the ecosystem.

Lastly, the Plan recognizes the need to repair earlier damage in order to achieve full health and vitality within the metropolitan environment.

1.1 Environmental Design and Management

The policies set out below aim to achieve a more environmentally sensitive approach to development through improved strategies for the environmental design and management of metropolitan systems and processes.

1.1.1 Climatic Change

Objective

To achieve a 20-per-cent reduction in carbon dioxide emissions from 1988 levels by the year 2005, and to anticipate and prepare for both medium- and long-term changes in the climate of Metropolitan Toronto linked to global warming and climate destabilization.

An essential element of any healthy environment is the climatic conditions of the ecosystem. The international scientific community forecasts a global warming of 1.5C to 4.5°C by the middle of the next century as a result of the continuing production of carbon dioxide and other gases. To prevent or stabilize this warming trend, an estimated 50 to 70 per-cent global reduction in the production of carbon dioxide, methane, and other global warming gases will be needed. In the Metropolitan Toronto area specifically, best estimates of the impact of global warming suggest warmer seasonal temperatures, more frequent storms and flooding, lower water levels in Lake Ontario, and changes in local vegetation and habitats.

In Metropolitan Toronto, the quantity of carbon dioxide currently emitted into the atmosphere can be attributed approximately to these sources:

- transportation sector: 40 per-cent
- buildings (heating, cooling, lighting, etc.): 40 per-cent
- industrial processes: 20 per-cent

Metropolitan Toronto is participating in the International Council of Local Environmental Initiatives (ICLEI) Carbon Dioxide Reduction Project and will initiate, where possible, planning and research strategies aimed at reducing global warming and at increasing the region's ability to adapt to pending global change.

Nearly 20 per-cent of electricity in Ontario is generated by burning coal. Energy conservation and more efficient methods of producing electricity and heat are therefore essential tools in reducing carbon dioxide emissions. Metropolitan Toronto should pursue opportunities to conserve energy through integration of energy applications such as regeneration and cogeneration of electricity and heat.

Policies

It is the policy of Council:

1. to require the Corporation and its commissions, boards, and agencies to monitor and report regularly on the ways in which their policies, programs, and operations will contribute towards meeting the initial 20-per-cent carbon dioxide reduction target and towards developing a Metropolitan Toronto carbon dioxide reduction strategy.

2. to include in the evaluation of Metropolitan Toronto capital works projects (including transportation infrastructure and pipe services projects) environmental design measures such as energy reduction strategies and alternative technologies that can contribute to the carbon dioxide reduction target. Consideration of such factors as the cost/benefit of the measures proposed; the potential effect of the measures on the environment, public health, or safety; and the appropriate timing will form part of the evaluation process.

3. to encourage area municipalities and local agencies to consider ways to contribute towards meeting the carbon dioxide reduction target through the introduction of environmental design measures in their capital works projects and their planning activities, including preparation of official plans, major secondary plans, and zoning by-laws and review of development proposals.

4. to promote district heating and cogeneration of heat and electricity in areas with high-density development to achieve a substantial improvement in energy efficiency and reduction in carbon dioxide emissions.

5. that, in addition to policies 1 and 2 in Chapter 2, section 1.2.1, other methods and initiatives be developed and employed to encourage cycling, walking, and the use of transit in order to reduce the level of carbon dioxide emissions.

1.1.2 Stormwater Management

Objective

To achieve a net decrease in the volume and rate of stormwater runoff, to increase infiltration to groundwater supplies, and to improve the quality of stormwater entering surface and groundwater supplies.

The traditional method of managing stormwater has been to minimize risk to the public and property by removing runoff from the land, streets, and parking lots as quickly as possible. The speed and efficiency of the existing urban drainage system have resulted in unforeseen costs and environ-mental damage, owing to the increased quantity and the decreased quality of stormwater runoff discharged into nearby rivers and Lake Ontario. The results include increased water pollution, excessive loading of sewage treat-ment plants, lowered water tables, greater risk of flooding and erosion, and increased dependence on a costly public works infrastructure. Natural methods of drainage and soil infiltration, which absorb and slowly release runoff, are preferred methods of stormwater management.

Metropolitan Toronto recognizes the need to protect the quality of surface and ground-water supplies while ensuring adequate pro-tection against flooding, and the importance of working in cooperation with the Metropolitan Toronto and Region Conservation Authority, the Ministry of Natural Resources, and the area municipalities in stormwater management across municipal boundaries.

Policies

It is the policy of Council:

1. to implement programs, regulations, and new technology that enhance the natural ability of the environment to reduce the rate of

stormwater runoff, and to improve the quality of stormwater conveyed to receiving watercourses and to Lake Ontario.

2. to support the Metropolitan Toronto and Region Conservation Authority in the preparation and implementation of Watershed and Subwatershed Management Plans for the Rouge, Don, Humber, Mimico, Etobicoke, and Highland watersheds, in cooperation with the area municipalities and other regions of the GTA. These plans should include:

a) consideration of overland and piped stormwater flow routes;

b) management guidelines to improve stormwater quality, including the use of such permanent facilities as infiltration trenches, dry wells, extended detention ponds, and oil grit separators;

c) preferred methods to maximize the ability of natural systems and processes such as wetlands and permeable landscape surfaces to absorb and distribute stormwater and to recharge groundwater levels;

d) standards and guidelines applied in the Watershed and Subwatershed Management Plans and all implementation activities to ensure efficient, safe, and ecologically sound collection and treatment of the contaminants found in the runoff from rainfall.

3. to achieve no overall increase in the peak level and the volume of stormwater runoff by requiring that:

a) major developments achieve, where feasible, a net decrease in stormwater runoff;

b) other new development achieve no increase in stormwater runoff.

4. to encourage consistent implementation of the Watershed and Subwatershed Management Plans by the area municipalities in conjunction with the Metropolitan Toronto Region and Conservation Authority and Metropolitan Toronto.

5. to seek the cooperation of the area municipalities in separating stormwater inflow/infiltration from municipal sanitary waste water flows, and to undertake programs to disconnect rooftop leaders from sewers and eliminate other factors that help add stormwater to combined sewers.

6. to encourage all levels of government, agencies, and development proponents to employ methods of retaining or detaining stormwater flows for gradual release into the ground, as the preferred strategy for the management of stormwater.

7. notwithstanding policies 5 and 6 above, to support stormwater technology to eliminate occurrences of combined sewer overflow and/or sewage treatment plant bypass through such measures as controlling runoff surges through improved pipe design, and expanding the capability of the stormwater management system to detain and treat stormwater flows.

8. to require that proposed methods of stormwater management and, where applicable, erosion and sediment control practices for development are reviewed by the area municipalities and Metropolitan Toronto and Region Conservation Authority, to ensure that such measures are consistent with the guidelines and targets established in the Watershed Management Plans.

9. to pursue opportunities to restore degraded and channelized watercourses and lake shoreline to a healthy condition for fish and wildlife habitats, natural heritage appreciation and interpretation, and enhanced stormwater absorption, through Metropolitan Toronto

capital works and maintenance programs, in conjunction with Metropolitan Toronto and Region Conservation Authority and the area municipalities.

10. to provide information to residents and employers on ways to voluntarily apply cost-effective, environmentally sustainable stormwater management techniques, such as utilizing rainwater for lawn and garden watering to reduce the demand on the water supply system during peak summer demand.

1.1.3 Urban Forestry

Objective
To create a diverse and healthy urban forest in cooperation with all levels of government.

Metropolitan Toronto recognizes that the urban forest contributes to improved air and water quality, slope stability, reduced risk of flooding, wildlife diversity, noise dissipation, and attractiveness of the metropolitan environment. Trees contribute to cooling by providing shade and absorbing heat; they absorb pollutants, including carbon dioxide, from the air and soil; and they reduce street noise through absorption and dissipation. Metropolitan Toronto recognizes the need to advance towards a systematic and integrated approach to the design, planting, and maintenance of the urban forest.

Policies
It is the policy of Council:

1. to protect and increase indigenous tree species that are hardy in an urban environment and to create urban forest links through:

a) streetscaping and planting on properties owned or managed by Metropolitan Toronto, and on other publicly owned lands such as hydro rights-of-way in cooperation with other agencies;

b) promotion of private/public stewardship initiatives;

c) support of tree planting initiatives by area municipalities and the development industry, including:

i) tree inventories identifying trees that, because of their prominent location, age, setting, or rarity, may be considered significant and worthy of protection;

ii) measures to protect existing trees during construction;

iii) establishment of municipal standards to maximize the number of trees that can be grown on development sites, taking into consideration such characteristics as size of development, land use and design objectives, microclimatic and soil conditions, and number and quality of existing trees to be preserved.

2. to protect and increase traditional tree species, where appropriate, in order to complement existing stands.

3. to ensure that the long-range planning and coordination of the tree planting, landscaping, and maintenance activities of the Corporation are based upon ecologically sound practices and on a high standard of design that address, among other things, species diversity and site selection, and planting procedures and maintenance. This intention shall be achieved through a variety of measures, including the preparation of guidelines for the management of the urban

forest in cooperation with the area municipalities and the Metropolitan Toronto and Region Conservation Authority.

4. to encourage the area municipalities to require that site plans accompanying development applications indicate the location, species, and size of all trees affected by the proposal.

5. to support amendments to the Trees Act that would provide a strengthened management process in order to give effect to these policies.

1.1.4 Landfilling

Objective
To ensure, in cooperation with all levels of government, that landfilling does not create a public health hazard or compromise the integrity of natural ecosystems.

The primary source of landfill is construction activity and, in particular, excavation for the construction of building foundations and underground parking. Unfortunately, some of this fill material has been contaminated. Finding suitable sites for the disposal of the steady volumes of excavated material is a matter to be addressed at the regional level. The disposal of fill, whether contaminated or inert, poses potential hazards to the health of natural ecosystems, and of people who reside, work, or play on filled areas. Metropolitan Toronto recognizes the need to regulate all landfilling within the region and to support similar programs throughout the GTA.

Policies
It is the policy of Council:

1. to pursue legislation to enable Metropolitan Toronto and/or the area municipalities and the Metropolitan Toronto and Region Conservation Authority to ensure that all landfill is tested and meets the provincial standards or guidelines for disposal.

2. to investigate, in coordination with the area municipalities, the Metropolitan Toronto and Region Conservation Authority, and the Province, options for a landfilling permit system that could be administered by a single agency.

1.1.5 Lakefilling and Other Permanent Structures in the Water

Objective
To restrict lakefilling and the placement of permanent structures in waterbodies to those uses that contribute to a healthy functioning of coastal processes, increase the availability of habitat without threatening existing habitats, and provide public benefit; and to ensure that all fill used meets or exceeds the highest applicable standards.

During the past 150 years, the Metropolitan Toronto shoreline has been extensively modified through lakefilling. Recent activities have resulted in the creation of significant amounts of new land for development, recreation, and natural habitats. In some instances these benefits have been diminished by poor design or the use of contaminated fill. Although controls over the quality of lakefill are now in place, Metropolitan Toronto recognizes the need to determine

appropriate locations for lakefilling and to ensure that all permanent structures along the shoreline are appropriately designed and constructed.

Policies
It is the policy of Council:

1. to limit the creation of additional waterfront land or other permanent structures in the lake through lakefilling to those developments that can be shown to contribute to the healthy functioning of coastal and biological processes and to provide public benefits, including:

a) improvements to water quality;

b) aquatic and terrestrial habitat creation;

c) opportunities for additional public open space or water-related recreation year-round;

d) public works that achieve other public benefits for the Metropolitan Toronto population;

e) shoreline erosion control works.

2. to ensure that lakefill proposals take into account existing coastal processes such as patterns of erosion, sediment deposition, and directions of transport along the Metropolitan Toronto waterfront, so as to prevent any unintended consequences to the ecosystem.

1.1.6 Land Use/Environmental Compatibility

Land use compatibility is an issue of growing concern within Metropolitan Toronto, where the need to ensure the most efficient use of land requires the resolution of land use conflicts. The following policies address major areas of land use compatibility from an environmental perspective.

1.1.6.1 Industrial Land Use

Objective

To reduce environmental compatibility problems associated with industrial land uses in Metropolitan Toronto.

Metropolitan Toronto recognizes the importance of maintaining and protecting lands suitable for industrial activities. However, external impacts associated with some industrial operations, such as noise, vibration, odour, and particulates, can reduce the quality of life for nearby communities. Appropriate siting, monitoring, and buffering of industrial lands are necessary to ensure environmental compatibility with adjacent land uses. Artists' studios are an example of a form of land use that could be employed to buffer low-density residential areas from industrial uses.

Policies
It is the policy of Council:

1. that area municipalities ensure, through area municipal plan policies and designations, adequate buffer areas between established or proposed industrial land uses and nearby residential and other sensitive land uses, in order to reduce negative environmental impacts.

2. to encourage area municipalities to consider a variety of ways to achieve adequate buffering from industrial land uses, including separating land uses by open space; constructing a berm, wall, trench, fence or other structure or plantings; and/or interposing a compatible land use zone between the conflicting ones.

3. to support the monitoring and the upgrading of standards to reduce environmental compatibility problems associated with industrial uses.

1.1.6.2 Risk Assessment and Management

Objective
To reduce the level of risk to society from accidents, including those involving the transport and storage of dangerous goods.

Every day individuals are exposed to various risks. For example, it has been estimated that a resident of Metropolitan Toronto has approximately 8 chances in 100,000 per year of dying in a motor vehicle accident. Even though the risks are lower, the potential for personal injury, death, or damage to property for large segments of the population from large-scale incidents such as train derailments or chemical spills is of concern, and a much greater level of protection can be provided through good plan-ning. The risk of vehicular accidents, equip-ment failures, explosions, and fires involving hazardous goods can also be prevented by forward-looking planning practices. Reducing risk to acceptable levels can be achieved by a variety of planning measures such as setbacks, buffering, and land use restrictions.

Policies
It is the policy of Council:

1. to establish 1 per 100,000 (probability of death per year for an exposed population of more than 25 persons) as an acceptable level of public risk upon which appropriate risk reduction measures in land use planning can be developed.

2. to work cooperatively with the area municipalities to identify areas where proximity to hazards such as railway lines, highways, and chemical storage facilities increases the level of public risk above 1 per 100,000, and to develop appropriate preventive measures. These may include buffering or barrier controls, setbacks, drainage controls, improved access to emergency services, and limits on the population concentration permitted near hazardous facilities.

3. to work cooperatively with the area municipalities to establish official plan and zoning by-law standards for development on lands adjacent to rail and highway corridors, including setbacks and other preventive measures. These measures shall be based upon a specific evaluation of local topographic and site features, of land use patterns with particular regard to residential land uses, and of the operational aspects of the railway, including the implications of rail rationalization initiatives and the rerouting of freight traffic.

1.1.6.3 Flood and Erosion Control Measures

Objective
To protect the natural features and processes of areas susceptible to flooding and other significant erosion-prone areas within Metropolitan Toronto, while preventing loss of life and minimizing property damage and social disruption, and to encourage a coordinated approach towards the management of lands vulnerable to these risks.

The need to manage flood-prone areas became evident in 1954 when Hurricane Hazel struck the Metropolitan Toronto area, caus-

ing considerable loss of life and property damage. Since that time, many flood - and erosion-prone areas have been protected through the acquisition of flood-prone lands, remedial measures, and restrictions on new development in areas susceptible to flooding. Metropolitan Toronto supports the one-zone concept of flood plain management, as provided for in the Provincial Policy Statement Flood Plain Planning (1988), because the steepness of many of the valleys in Metropolitan Toronto makes it difficult to control the volume and velocity of floodwater. The exceptions to this are historic communities in the flood plain called Special Policy Areas (SPAs) by the Province.

Policies
It is the policy of Council:

1. that the Regulatory Flood Line established by the Metropolitan Toronto and Region Conservation Authority be identified on land use schedules of area municipal official plans and that lands within this area be zoned in a special zoning category.

2. to limit new permanent buildings or structures below the Regulatory Flood Line to those types of public recreation uses that would be minimally affected by flooding, water management structures, and essential public works.

3. to encourage the phasing out over the longer term of existing non-compatible land uses on lands susceptible to flooding and erosion, recognizing, however, that within areas defined by the Metropolitan Toronto and Region Conservation Authority as Small Cluster Development Areas, additions and replacement to existing buildings may be permitted, subject to approval by the appropriate agencies.

4. notwithstanding the above policies, to support the establishment of a Special Policy Area (SPA) by the area municipalities, with the approval of Metropolitan Toronto Council, the Metropolitan Toronto and Region Conservation Authority, and the Province of Ontario, where the prohibition of new buildings or structures would have serious adverse effects on the social and economic health of an established community located within the flood plain. Area municipal plans shall separately designate such areas and set out detailed land use and flood protection policies with regard for the conservation of natural resources, Key Green Space Links, and other policies of this Plan.

5. notwithstanding policies 2 and 4 above, to prohibit the following uses:

a) the manufacture, storage, disposal, and/or consumption of hazardous substances;

b) institutional services such as hospitals, nursing homes, day care centres, and schools;

c) emergency services such as provided by fire, police, and ambulance stations and electrical substations,

unless it can be demonstrated that there is no unacceptable risk to public safety, in which case a higher level of flood protection and/or floodproofing above the Regulatory Flood Line may be required.

6. to support and cooperate with the Metropolitan Toronto and Region Conservation Authority and other public agencies in the acquisition of lands susceptible to flooding, and in any other mutually beneficial activity or program related to flood control including mapping, research, and education.

7. to reduce the risks associated with the erosion-prone slopes and bluffs of the valley

corridors and ravine systems and shoreline areas by:

a) requiring measures to protect slopes and bluffs from erosion or slumping, including development setbacks and maintaining the vegetative cover of sloped lands;

b) prohibiting activities or land uses that would cause adverse environmental effects, including on-site and off-site erosion or slumping on or adjacent to such areas.

1.1.6.4 Noise Pollution

Objective
To prevent excessive noise and vibration, and to reduce their undesirable effects, consistent with municipal, provincial, and federal policies for noise control.

Living and working in an urban environment often exposes people to high levels of noise that may interfere with communication or sleep. Major urban noise sources include aircraft, railway, road and highway traffic, and construction activities. Transport Canada develops Noise Exposure Forecasts (NEF) for a five-to-ten-year period and Noise Exposure Projections (NEP) for longer periods, based on the frequency of takeoffs and landings of different types of aircraft, and on runway alignment. The Ministry of Municipal Affairs has prepared a land use compatibility table, listing which land uses may be permitted in specified NEF and NEP categories. In addition, criteria for acceptable noise levels in residential areas and guidelines for the control of noise from industrial sources have been developed by the Ministry of the Environment.

Metropolitan Toronto recognizes the importance of preventing incompatible land uses where noise levels are excessive for residents and workers.

Policies
It is the policy of Council:

1. to permit, within the present and projected aircraft noise contours, only those uses listed as compatible, subject to the conditions imposed by the Canadian Air Transport Administration and the Ministry of Transport, and in accordance with provincial policies and guidelines pertaining to aircraft noise, as published by the Ministry of Municipal Affairs in Land Use Policy Near Airports (1978).

2. to require area municipalities located within present and projected aircraft noise contours to include provisions in local official plans, plans of subdivision, plans of condominium, site plans, and zoning by-laws to ensure that acoustic design criteria and other requirements of provincial policies and gudelines will be implemented. These include appropriate landscaping and berming, building placement and height, and building design and construction methods.

3. that area municipalities shall have regard to the NEF and NEP maps approved by Transport Canada and seek the advice of Transport Canada and the Ministries of the Environment and of Municipal Affairs when employing appropriate noise control measures in their official plans, secondary and site plans, and zoning by-laws.

4. that area municipalities include policies in their official plans and development control regulations dealing with the establishment and implementation of acceptable noise levels, in accordance with Ministry of the Environment

standards, and in particular to reflect the following:

a) that acceptable noise levels for the outdoor recreation areas of new residential development adjacent to existing and proposed regional roads, provincial highways, and railways shall be an average sound level of 55 decibels or less from 7 a.m. to 11 p.m., and an average sound level of 50 decibels or less from 11 p.m. to 7 a.m.;

b) notwithstanding (a) above, residential development may be permitted on lands that receive more than the acceptable noise level, but in no case on lands that exceed an attenuated outdoor noise level of 70 decibels, provided that:

i) a noise impact study is provided, and the recommended noise control and abatement features and acoustic design criteria are secured by way of agreement; and

ii) where the acceptable noise level is exceeded, even after implementation of noise control and abatement features and the application of acoustic design criteria, notice to the prospective purchasers of a possible noise problem is secured by way of agreement.

5. to encourage area municipalities to consider noise abatement and control measures to protect noise-sensitive areas within the Metropolitan Green Space System.

1.1.6.5 Odour

Objective
To minimize the negative impact of odours on all people living and working within Metropolitan Toronto.

Many chemical pollutants can create odour problems even in low concentrations. Odours may cause discomfort and health problems and diminish property values. In Metropolitan Toronto, odours may exist in the vicinity of rendering plants, sewage treatment facilities, some manufacturing industries, and storage facilities. Fumes from diesel buses and trucks are also a source of odours.

Policies
It is the policy of Council:

1. to encourage industrial or manufacturing activities that may produce odours to locate in Core Enterprise Areas, where conflicts with residential areas can be avoided or satisfactorily minimized.

2. that new measures, including management practices, adequate buffering, or combinations thereof, be implemented for new development that may create odours so as to minimize the impact of the project on adjacent land uses.

3. that proposed residential development located in the vicinity of sewage treatment facilities, solid waste transfer stations, closed solid waste landfill sites, and other municipal facilities capable of emitting offensive odours be subject to the guidelines of the Ministry of the Environment for land use compatibility.

4. to ensure that notices are registered on land titles or other legal documents advising prospective buyers or tenants of the occasional nuisance effects of odour generated by nearby municipal or industrial facilities.

1.1.7 Solid Waste Management

Objective

To reduce the amount of solid waste generated and diverted to landfill sites and to maximize to the extent possible the amount of solid waste diverted from disposal.

Canadians are among the world's leading waste producers and much of the waste we generate is disposed of in landfill sites. The limited capacity of these sites, and the increasing awareness of the hazards they pose to the environment, point to the urgent need for other alternatives. Metropolitan Toronto recognizes that the reduction, reuse, and recycling of solid waste must be a primary goal. In 1987, Metropolitan Toronto started the Solid Waste Environmental Assessment Project (SWEAP), and it is continuing to strive through this effort and others to reach a solid waste management solution, in cooperation with municipalities of the GTA and the Province.

Policies

It is the policy of Council:

1. to implement reduction, reuse, recycling, and composting programs consistent with the following objectives:

a) to establish a solid waste management system in a technically, socially, culturally, environmentally, financially, and economically acceptable manner;

b) to establish the necessary programs and facilities to divert from disposal a minimum of 25 per cent by the year 1992, and 50 per cent by the year 2000, of the total solid waste generated, using 1987 as the base year;

c) to achieve the above diversion targets, to the extent possible within its jurisdiction, through the following waste management methods, listed in order of priority:

i) reducing the quantity of material becoming solid waste;

ii) reusing material in its original form;

iii) recycling material into new marketable products;

iv) composting organic material;

v) landfilling or incinerating with energy recovery (provided incineration is not precluded as a method of waste management by the Province);

d) to increase the percentage of waste diverted through the higher-priority methods listed in (c) above;

e) to look first within Metropolitan Toronto's own boundaries to locate its recycling and composting facilities and subsequently, if necessary, within the remainder of the Province of Ontario;

f) to ensure that solid waste management policies are implemented in a manner that allows for public participation;

g) to provide the basis for the management of solid waste for a 40-year planning period by ensuring that adequate facilities are approved and available as required.

2. to encourage area municipalities to promote the incorporation of appropriate waste reduction and material recovery practices and technologies within all major developments.

3. to investigate, promote through the support of demonstration projects, and use environmentally sound waste management technologies.

1.2 Conservation

Conservation policies seek to sustain and enhance natural processes, and to strengthen the capacity of the natural environment for self-renewal and growth.

1.2.1 Energy Conservation

Objective

To reduce per-capita energy use significantly in Metropolitan Toronto, and to investigate options for the use of alternative fuels or renewable sources of energy.

Although energy efficiency has improved globally since the 1970s, Canada remains one of the highest-energy-consuming countries in the world, with Ontario accounting for one third of this consumption. Concern for the rapid depletion of natural resources and for the effects of energy consumption on the health of the environment requires that new priorities and new policies be adopted by all levels of government. One effective way to reduce dependence on energy resources within Metropolitan Toronto is to encourage a form of development that is easily accessible by walking, cycling, or public transit. Current Metropolitan Toronto initiatives in housing intensification, and in strengthening the role of Centres and Corridors as areas of reurbanization activity, support an energy-efficient metropolitan environment. Metropolitan Toronto also recognizes the need to promote energy efficiency through options such as integrated energy systems (the cogeneration of heat and electricity), the use of innovative heating and cooling technologies, and the use of alternative fuels and renewable energy sources.

Policies

It is the policy of Council:

1. to encourage a compact urban form in which housing and employment opportunities are located in close proximity to each other at densities that support the use of transit, cycling, and walking.

2. to ensure that land use and transportation initiatives at the Metropolitan Toronto and area municipal level promote the use of high-occupancy vehicles (including public transit), walking, and cycling as alternatives to the single-occupant automobile.

3. to support area municipal zoning by-laws and other development control mechanisms in support of home-based businesses.

4. to promote energy conservation practices in the design, construction, and operation of capital works and equipment of the Corporation, and to encourage similar actions by the area municipalities.

5. to work cooperatively with the area municipalities, Ontario Hydro, and the local utility commissions to encourage adoption of energy conservation standards for all public works activities and for all municipal buildings, taking into consideration their heritage features.

6. to investigate options in new technology for using alternative fuels or renewable sources of energy, through the support of research and demonstration projects such as the recovery of methane gas from active and former landfill sites.

7. to promote integrated energy systems, including district heating, cooling, and power-generation systems.

1.2.2 Municipal Water Conservation

Objective
To conserve and manage wisely the water supply of Metropolitan Toronto.

Canadians are among the largest water consumers in the world; we use some 150 cubic metres annually per capita. The high consumption rates of water within Metropolitan Toronto can be attributed, in part, to user habits and inefficient fixtures. A comprehensive range of water conservation strategies are being pursued.

Policies
It is the policy of Council:

1. to encourage, in cooperation with the area municipalities, reductions in water consumption levels by heavy water users within industrial, institutional, and residential sectors to zero growth levels by the year 2011 through the use of such techniques as:

a) improved demand management and the support and application of water conservation technologies;

b) water conservation strategies at "point of use" locations.

1.2.3 Urban Land Conservation

Objective
To make the most efficient use of the land base within Metropolitan Toronto.

From a population of one million in the 1940s, the Greater Toronto Area has grown to just over four million today and is expected to increase to six million early in the 21st century. As a result, significant pressure exists for the development of remaining agricultural lands. Continued growth must be responsive to the ongoing need to conserve land within the GTA, and must use land within the boundaries of Metropolitan Toronto more efficiently. Metropolitan Toronto recognizes that reinvestment in the existing infrastructure of the region, including the reurbanization of Centres and Corridors across Metropolitan Toronto, supports the development of a compact urban form that is responsive to this need.

Policies
It is the policy of Council:

1. to encourage intensification of employment and residential populations in key locations across Metropolitan Toronto, including Centres and Corridors.

2. in accordance with policy 1 above, to ensure that development proposals for the intensification of priority locations across Metropolitan Toronto support the efficient and best use of the lands, including where feasible the development of multiple-storey, mixed-use buildings. Also, to permit single-storey, single-use developments in these locations only where every reasonable attempt has been made to secure buildings of more than one storey.

3. to make efficient use of Corporate properties by investigating the potential for multiple-use Corporate buildings and facilities.

4. to encourage the development and demonstration of design innovations of building forms that most efficiently use land and are physically compatible with the surrounding area.

1.2.4 Natural Resources

Objective
To conserve Metropolitan Toronto's natural resources.

Conserving natural heritage such as rare trees, remnant forest stands, natural habitats, wetland areas, waterfront, the lake, rivers, valley and stream corridors, and geologic formations is important to the continued health of the ecosystem. In particular, core habitats, which include Environmentally Significant Areas (ESAs), Areas of Natural and Scientific Interest (ANSIs), and provincially significant wetlands, contribute significantly by providing a continuing diversity of species and a variety of natural processes. Of additional interest are the smaller and often individual features of natural heritage such as rare or mature trees, remnant forest stands, dunes, and hedgerows, which often provide a reminder of an earlier state of the environment and the richness of that historic landscape. Continuing identification of Metropolitan Toronto's significant natural heritage features both within and outside the Metropolitan Green Space System is an important step towards their conservation.

Metropolitan Toronto recognizes the need to work cooperatively with the area municipalities and the Metropolitan Toronto and Region Conservation Authority to ensure that significant natural heritage features and processes, including core habitat areas, remnant tree stands, and isolated wetlands, are recognized and protected from indiscriminate and destructive development practices, improper management, and misuse.

This goal can be achieved through such mechanisms as acquisition, easements, development control, community stewardship programs, and public education programs.

Policies
It is the policy of Council:

1. to protect significant natural resources, including areas of natural vegetation that provide a genetic source for natural regeneration, provide habitats that could increase the abundance and diversity of animal and fish species, and perform other essential ecological functions. This protection shall be achieved by:

a) identifying, in conjunction with the Metropolitan and Region Conservation Authority, area municipalities, and interested community members, Environmentally Significant Areas (ESAs), Areas of Natural and Scientific Interest (ANSIs), wetlands, and core habitats through detailed mapping and development of Metropolitan Toronto natural resource inventories;

b) producing a set of species indicators for a wide variety of aquatic and terrestrial habitats, so that ongoing efforts to monitor the health of the ecosystem can be achieved;

c) incorporating lands containing these natural resources into the Metropolitan Green Space System and ensuring their protection through appropriate area municipal official plan designation and policies.

2. to ensure that Metropolitan Toronto public works, in the planning, design, construction and maintenance phases, recognize and, where feasible, conserve and enhance natural resources, identified in policy 1 (a) above; and to encourage similar actions by the area municipalities and other agencies.

3. to ensure that the land management practices of the Corporation incorporate an ecosystem approach that preserves and enhances wildlife habitats and corridors, improves species diversity, emphasizes planting of native species, permits natural regeneration and succession processes to occur, and provides opportunities for public education and enjoyment; and to encourage similar actions by the area municipalities and other agencies.

4. to prohibit land use activity on or adjacent to significant natural resources as identified in the inventory, unless it can be demonstrated through an environmental impact evaluation that the following criteria can be met:

a) there will be no loss in ecological function and/or physical extent of the natural resource;

b) the present attributes of the natural resource will be maintained or enhanced;

c) the proposed use will not create subsequent demand for measures that will reduce the environmental health or value of the natural resource.

5. to recognize that there are natural features located both within and outside of the major natural resources (such as ESAs and ANSIs identified above) that are also important to Metropolitan Toronto's natural heritage, by:

a) working in cooperation with the area municipalities in identifying these features, such as rare trees and tree rows, cemetery landscaping, dunes, and orchards;

b) encouraging the area municipalities to protect these features and ensure that the conservation and enhancement of these features are taken into consideration when reviewing development applications.

6. to acquire or otherwise negotiate for the long-term protection of natural resources, including individual features of natural heritage, on private lands that may be threatened or damaged by development activities.

1.3 Remediation

Remediation policies seek to restore health and vitality to the ecosystem so that natural processes can be sustained and enriched. Although these actions are necessary to repair earlier damage caused to the environment, it is hoped that improvements in metropolitan design will eliminate the need for remedial activities in the future.

1.3.1 Soil/Sediment Remediation

Objective

To achieve and maintain a healthy condition of soil and sediment deposits within Metropolitan Toronto.

Soil is a resource that has been inadequately nurtured and protected. Lands within Metropolitan Toronto having the highest probability of soil contamination include areas of existing and former industrial activity, waste storage or disposal, and dredging sediment. Current provincial testing and monitoring procedures are restricted in their ability to fully analyze soil pollutants, especially in regard to the changes that may occur when several chemicals interact to create new and complex substances. In addition to these problems, the capacity of soil in the urban area to retain the natural characteristics necessary for water absorption and plant growth has been declining owing to increased soil compaction, paving, and inadequate man-

agement practices that allow erosion and depletion of topsoil nutrients.

It is the intention of this Plan to strive towards returning the soil to a healthy condition capable of sustaining a variety of organisms. To achieve this, it may be necessary to require testing for soil and sediment contaminants prior to development of public and private projects where soil contamination is suspected, and to implement remedial actions to enable provincial soil quality standards to be met. To safeguard public health, Metropolitan Toronto will, in cooperation with other levels of government, identify locations that may represent an environmental hazard owing to past or present uses and require that these lands be tested for remedial action. In addition, Metropolitan Toronto will encourage adoption of legislation at the provincial level to require the private sector to undertake similar remediation strategies.

Policies
It is the policy of Council:

1. that all contaminated soils and sediments shall be remediated to a healthy standard as a condition of development approval. To achieve this aim, Metropolitan Toronto in cooperation with area municipalities will identify areas where previous land use or the storage of hazardous materials suggests the possibility of soil contamination, and prior to approval of development will require soil analysis tests for these sites to determine the type and extent of soil remediation required.

2. to support actions and initiatives to develop cost-effective soil remediation technology and management practices.

3. to ensure that the costs of site remediation by the private sector are not used as a justification for inappropriate planning standards such as increased density or height.

1.3.2 Regional Air Quality

Objective
To improve the quality of air in Metropolitan Toronto through emissions reduction, urban forestry initiatives, and air quality monitoring activities.

Air pollutants emitted in urban centres commonly include carbon monoxides, nitrogen oxides, hydrocarbons, methane, ground-level ozone and chlorofluorocarbons, halons, particulate matter, and sulphur oxides. In addition to its impact on global warming, air pollution can contribute significant risks to human health, including respiratory ailments, throat and eye irritation, and impairment of both physical and judgement abilities. The settling out of the pollutants from the air contributes to the degradation of water quality and plant life and to the decomposition of building materials.

Regulatory standards for air quality are set by the federal government and are monitored by the Province. Municipalities must work within these regulations, but they can also exercise considerable influence through their own actions. Setting goals for emission reductions for all Metropolitan Toronto vehicles and buildings, particularly reduction of carbon dioxide, promoting the planting of vegetation along major transportation corridors to act as filters for exhaust emissions, and encouraging and expanding the

use of public transit as the primary mode of travel are means this Plan will advocate to address the issues of poor air quality. Also, Metropolitan Toronto, the Ministry of the Environment, and other jurisdictions can work in cooperation to determine priority areas for air quality monitoring and remedial action.

Policies
It is the policy of Council:

1. to improve air quality by encouraging a compact form of development in which residential areas are located in close proximity to employment, have improved access to transit, and offer the opportunity for a greater percentage of trips to be made by walking and bicycling.

2. to undertake transportation initiatives aimed at improving air quality, including encouraging use of transit, cycling, and walking as alternatives to automobile travel.

3. that all buildings and vehicles owned by Metropolitan Toronto meet or exceed provincial air quality and emissions standards.

4. to undertake tree planting and landscaping initiatives to improve air quality.

5. to work cooperatively with area municipalities and industries to promote reduced air emissions, cleaner methods of operation and storage of materials, and the sharing of information regarding advances in remediation technology.

1.3.3 Water Quality

Objective
To improve water quality and to recognize water as an essential element of life within the ecosystem.

Lake Ontario and its watercourses support recreation, industrial, and marine activities and natural habitats, and provide Metropolitan Toronto with its water supply. Metropolitan Toronto recognizes the fundamental role of water quality in supporting and sustaining a healthy environment. It also recognizes the importance of cooperation among neighbouring jurisdictions to ensure a high standard of quality of this shared resource. In addition to the water quality policies in Chapter 1, section 3, and Chapter 2, section 1.1.2, it is the intent of Metropolitan Toronto to undertake these additional initiatives.

Policies
It is the policy of Council:

1. to establish, in cooperation with the Ministry of Environment's Municipal-Industrial Strategy for Abatement (MISA), standards for the elimination of discharge of persistent toxic substances to the Metropolitan Toronto water pollution control system.

2. to promote the introduction of improved source controls at industrial plants, directed at eliminating pollutant discharges to watercourses and reducing the introduction of chemical and other pollutant discharges to Metropolitan Toronto sanitary sewage treatment facilities.

3. to work in cooperation with the area municipalities and industry to eliminate persistent toxic discharges at source, through such mechanisms as the enforcement of Metropolitan Toronto's sewer by-laws.

4. to support demonstration projects designed to improve the quality of stormwater discharged to receiving watercourses and Lake Ontario.

5. to support research to improve current methods of effluent treatment and to identify cost-effective alternatives to chlorination that would do less harm to the aquatic environment.

6. to require Corporate management practices with respect to the maintenance of Metropolitan Toronto buildings and properties to reduce the amount of contaminants (pesticides, herbicides, and salt) entering receiving waterbodies and Lake Ontario through street cleaning, snow removal, and weed control activities.

7. to continue working cooperatively with area municipalities to reduce the negative effects of combined sewer overflows on lake water quality.

2 Economic Vitality

Metropolitan Toronto is the financial focus of Canada and the economic centre of the largest employment region in the country. The strength of its economy is based on a diversity of economic activities, a strategic location, and a skilled workforce. These elements continue to attract, nurture, and sustain a wide range of economic activities. Today's changing economic environment requires adaptability in the planning of Metropolitan Toronto to ensure that this advantageous position is maintained.

In the future, a greater portion of economic growth will be related to the generation, handling, and management of information. Metropolitan Toronto's economy will not rely, as it once did, on unskilled and semi-skilled labour. The new economy will depend and be based on the energy of well-educated, well-trained people employed in manufacturing and other types of firms that design and develop new technologies and services. Consequently, governments must give priority to education, training, research, and marketing to support information-driven economic growth.

Although a municipal government has little control over global economics, or over national and international political decisions, it can influence and develop certain factors that contribute to the quality of life enjoyed by its residents. Metropolitan Toronto competes with other metropolitan areas in Canada and the U.S. for economic activity. The municipality will be able to maintain its existing economic base and attract new information-driven industries only if it offers its skilled workforce the highest level of liveability.

Metropolitan Toronto can also influence access to the workforce. By establishing a variety of locations across the municipality for new economic activities, Metropolitan Toronto and area municipalities can support a more efficient and equitable distribution of employment and housing opportunities. This will allow employers access to a local supply of labour and improve the quality of life of employees by shortening their trip to work, while at the same time reducing overall levels of travel.

A third factor that Metropolitan Toronto can influence is the structural elements of the metropolis. Metropolitan Toronto must

have a competitive telecommunications and computer network, an efficient transportation system, and competitive resources to service business, such as electric power and clean water. An emphasis on excellence in the design of capital works and processes can lead to increased efficiency and future markets for technologies and systems developed in Metropolitan Toronto. High environmental standards and regulations, for example, can contribute to economic vitality if they are carefully designed and framed with exportability in mind.

An advantage Metropolitan Toronto has when competing globally is the ethno-racial diversity of its population and the strength of its ethno-racial communities. Metropolitan Toronto has become an attractive destination for investment and investors from around the world because of its growing international character. The support for ethno-racial diversity and strong ethno-racial communities is another area Metropolitan Toronto can influence to the benefit of its economic vitality.

The Official Plan is one mechanism for promoting economic vitality. It is designed to complement the Strategic Plan, the Economic Development Strategy, and other economic development initiatives of Metropolitan Toronto. Each document differs somewhat from the others in purpose, but their interests and goals are intended to be mutually reinforcing. This Plan provides flexibility to accommodate new technologies and external geopolitical events that might alter the economics of transportation and communication. With this flexibility, the metropolis should have enough diversity in its economic base and its physical infrastructure to respond competitively to changing circumstances.

Goal

It is a goal of this Plan to foster economic vitality through the creation of a diverse, competitive, and adaptable economic environment.

The development and maintenance of a vital economy is a responsibility shared by public officials, private-sector business representatives, and community-based groups and associations. Private-sector actions are needed to develop markets and initiate investment decisions. The community-based groups and associations are required to monitor market conditions and disseminate economic information. The public sector has a responsibility to support these efforts by maintaining and monitoring economic data and by providing infrastructure, regulations, and other public-sector initiatives.

Principles

In order to realize the goal of economic vitality, the policies of this Plan must reflect the principles of competitiveness, diversity, and adaptability.

The principle of competitiveness means that Metropolitan Toronto must provide value for investment relative to other large metropolises in North America. This requires the municipality to function efficiently and effectively in order to attract the highest order of economic activities. As well, the quality of life in Metropolitan Toronto must be superior to that of other metropolises so

that skilled and talented workers will choose it as a place to earn a living.

The principle of diversity recognizes that a wide range of economic activities minimizes the risks associated with changes in the economy, creates an environment that fosters entrepreneurship, offers options to employers for obtaining goods, services, and skilled workers, and offers options to residents for a range of job opportunities.

The principle of adaptability recognizes that economic development is a long-term, evolving process. Improving the metropolitan economy depends not only on adding new jobs or programs but also on creating the conditions conducive to future growth. This goal requires ongoing monitoring, consultation, and coordination of efforts so that Metropolitan Toronto is able to respond to such factors as market and technological changes. Above all, it requires a planning framework sufficiently flexible and dependable to respond to the dynamic nature of business development needs.

Metropolitan Toronto's interests in planning for economic vitality include:

- ensuring that there is a range of jobs for the citizens of Metropolitan Toronto as well as of neighbouring regional municipalities;
- ensuring that opportunities for a range of economic activities are available in a variety of locations across Metropolitan Toronto, so as to maximize the return from investment in services and facilities and minimize operating costs;
- providing a range of internationally competitive metropolitan services that demonstrate innovation in design and efficiency;
- protecting and supporting existing economic activity and providing a range of locations for new firms to be established.

2.1 Servicing Economic Activity

Objective

To support a diverse and competitive economic base by providing an urban structure, including transportation and communications systems, that supports the efficient movement of people, goods, and information.

Metropolitan Toronto has traditionally supported economic activity by building and operating transportation facilities that move people and goods efficiently; by providing corridors and facilities to distribute energy and information by such means as power lines, cables, and telephone systems; and by providing water supply, sewage treatment, and solid waste disposal facilities.

Changes to Metropolitan Toronto's economy are creating new servicing challenges. Information-driven economic activities such as data processing and research and development activities require a broader infrastructure than traditional goods-production activities. While traditional manufacturing activities require access to rail and road networks for the transportation of materials and products, and large sites for storage and production facilities, information-based firms rely more on computer and telecommunications networks for distribution and supply. The effective urban form must make these services accessible to employees.

Satellite and fibre optic systems are being used increasingly to relay ideas and informa-

tion. Firms that need such systems may meet some of their requirements through sophisticated new facilities such as teleports. The emergence of the information-driven economy will allow certain products and services developed at the Metropolitan Toronto level to be exported. A variety of technologies and expertise related to administration, transportation, and the delivery of hard and soft services can be marketed internationally.

Although commercial vehicles account for a significant proportion of all vehicular movements on the metropolitan road system, insufficient attention has been paid to this component of the travel demand system. Increased road congestion drives up shipping costs and increases the prices of goods and services. The needs of carriers of goods and services must be considered in the planning and implementation of the transportation system. Efficiency in the operation of this system is key to reducing shipping costs associated with delay. Particular attention should be paid to making better use of existing road space in the management of personal and commercial traffic.

Access to Metropolitan Toronto by air will continue to be of great importance to the economic vitality of the Greater Toronto Area and the surrounding region. Metropolitan Toronto's services, particularly transportation services, must be improved in support of air travel.

Similarly, the Port of Toronto provides access to Metropolitan Toronto for the purpose of shipping bulk goods such as cement, aggregate, and various raw materials. The historic importance of the Port is reflected in its existing and future role as a generator of economic activity and as an excellent facility for international goods movement into and out of the region.

Policies
It is the policy of Council:

1. to implement improvements to the transportation system that support the efficient, dependable, quick, and convenient movement of people to work, and of goods and information to their destinations.

2. to implement and support capital and operational improvements to the road and transit systems to provide better access to airports serving Metropolitan Toronto, including improved rapid transit access to Pearson Airport from the Central Area and all Major Centres.

3. to support the improvement of the pedestrian link to the Toronto Island Airport.

4. that an acceptable level of emergency services be provided to the Toronto Island Airport.

5. to continue active investigation (at the GTA level) of the merits of and potential for a regional airport authority (covering Pearson, Buttonville, Downsview, Oshawa, Toronto Island, and Hamilton Civic airports).

6. to support the expansion of Lester B. Pearson International Airport, or the development of an alternative airport, to accommodate future national and international air travel demands on the region.

7. to create interregional transportation transfer terminals that would link air travel, the transit system, the road system, and any potential high-speed rail and water transportation systems.

8. to support the improvement of the rail corridor between Quebec City and Windsor, including support for high-speed rail technologies provided that:

a) these are found to be an economical and viable alternative travel mode within the corridor;

b) they can be integrated with existing or future transportation systems (air and ground);

c) they provide significant direct and indirect employment opportunities to the Greater Toronto Area, and the opportunities for exportable technologies and expertise;

d) such a network meets the policies of this Plan, including the social and environmental policies of this chapter.

9. to have an accessible and effective port function as an essential element in the Metropolitan Toronto goods transportation network.

10. to investigate the economic potential of transportation facilities and technologies that would allow transit connections by water between Metropolitan Toronto and other communities on Lake Ontario.

11. to support the expansion of electronic communication networks, including fibre optic, telecommunications, and satellite networks, through the provision of access through lands owned by Metropolitan Toronto; and to encourage area municipalities to identify corridors or sites for teleports in area municipal official plans and zoning by-laws, and to protect these from incompatible uses.

12. to support development of services, technologies, and expertise within the Metropolitan Toronto Corporation that have export potential.

13. to support the innovative application of building, transportation, and environmental technologies and design in addressing problems and overcoming obstacles that hamper economic vitality in Metropolitan Toronto. Examples are changes to the building code, the application of new transit technology, and soil remediation.

14. to improve Metropolitan Toronto's management and decision-making operations and processes in support of activities that strengthen Metropolitan Toronto's economic vitality.

2.2 Places For Economic Activity

Objective
To support a range of potential locations for economic activity across Metropolitan Toronto and to provide policies and services that support economic activities important to Metropolitan Toronto's economic base.

Economic vitality is not possible without a range of potential locations suited to the needs of the variety of economic activities found in Metropolitan Toronto. To accommodate a diversity of business ventures while maintaining an efficient, effective, and sustainable service infrastructure, locational opportunities must be distributed strategically across the municipality.

Metropolitan Toronto has adopted a Centres policy designed to concentrate employment in key locations on rapid transit networks throughout the municipality. Other employment activities are concentrated along the road system or in special areas intended

to accommodate the needs of certain activities. Office parks provide car-oriented locations, lands fronting major roads provide opportunities for retailing, and a range of industrial areas provide places for manufacturing while also accommodating a mixture of primarily auto-oriented office and retail activity.

It is critical to Metropolitan Toronto's economic vitality that there be enough land (at the appropriate locations) for the diverse needs of current and future economic activity. Some areas, such as the Central Area and Major, Intermediate, and Local Centres, are appropriate for a wide range of activities. Mixed-use Corridors can accommodate a range of uses and provide opportunities for many medium-sized and small firms.

Some activities still require a measure of isolation, because of their functional incompatibilities with other uses. Increasingly the areas in which such activities are found are becoming vulnerable to competing land uses and require protection normally provided through official plan policies and zoning. For example, some manufacturing firms have difficulty functioning adjacent to residential uses, while existing residential areas are vulnerable to the traffic generated by large retail stores. Planning policies to protect such areas and minimize conflict are proposed.

This Plan identifies a variety of economic areas. These range from concentrations of diverse economic activities of varying densities and size, to larger, more homogeneous, lower-density areas for activities requiring protection from competing land uses. These areas, or their equivalents in area municipal plans, are described in Chapter 3.

Policies

It is the policy of Council:

1. to identify in this Plan the general location of the Central Area, Major Centres, Intermediate Centres, and Core Enterprise Areas.

2. that area municipalities define the size, precise boundaries, and mix of uses and densities for each Major and Intermediate Centre in its entirety through comprehensive secondary plans, or the equivalent, in area municipal official plans, in accordance with the policies in Chapter 3, section 1.3.

3. that area municipal plans describe the location and boundaries of Local Centres and Mixed Enterprise Areas in accordance with the policies in Chapter 3, sections 1.3.3 and 3.

4. that area municipal official plans outline the boundaries of Core Enterprise Areas identified in accordance with the policies in Chapter 3, section 2.

5. that business, government, institutional, commercial, cultural, and entertainment activities be focused principally in the Central Area and Major Centres within Metropolitan Toronto.

6. that the economic impact of a proposal be assessed in conjunction with official plans, secondary plans, major development proposals, and major capital works, including, in the case of retail proposals, the impact on existing businesses.

2.3 Economically Vital Activities

Objective

To encourage and accommodate activities that contribute to the cultural, recreational, and institutional life of the metropolitan community and enhance Metropolitan Toronto as a place to live and to visit.

A number of Metropolitan Toronto's key economic activities do not have distinct locational characteristics. Such activities as tourism, culture and entertainment, the construction industry, and research and development cannot be provided for by the designation of particular areas, the preservation of particular types of land, or the direct provision of services. However, these activities have regional, and often provincial and national, importance. They can be supported by Metropolitan Toronto Official Plan policies that recognize their importance and provide opportunities for their consideration in development decisions.

Policies

It is the policy of Council:

1. that applications for major cultural, entertainment, and sporting facilities (those of regional importance) be evaluated on the basis of the potential contribution such facilities make to the cultural and recreational life of the metropolis.

2. to pursue initiatives in the Metropolitan Toronto Tourism Strategy that complement these policies. These initiatives should make the best use of Metropolitan Toronto's resources for the development and promotion of tourism activities within the context of overall economic development.

3. that initiatives be undertaken to promote tourism in the development of publicly owned lands.

4. that Metropolitan Toronto lands and buildings be given a high priority in the consideration of sites for trade facilities, exhibitions, expositions, fairs, and events, and as venues to showcase arts and entertainment activities, with specific consideration being given to the appropriateness of a specific site in promoting the identity of Metropolitan Toronto.

5. to support the location of related private-sector activities close to public-sector research-related activities in universities, hospitals, and other institutions.

6. to require that area municipal official plans and by-laws include policies to support knowledge-based activities in both the private and public sectors, such as hospitals, universities, research institutions, and companies dealing with information in the financial sector.

7. that the introduction or application of exportable equipment, techniques, and processes be considered in the design and development of municipal services, such as capital works, management processes and planning methodologies, and design.

3 Social Well-Being

Social well-being, achieved by promoting strong, healthy, and equitable communities, is a necessary component of sustainable development. A socially sustainable and liveable metropolis helps its residents achieve equity, allows opportunities for participation, and enhances community

identity. It also requires that development be compatible with the needs and values of the people affected by it.

Metropolitan Toronto recognizes that the social environment is affected by the natural and built environment within and surrounding its communities. Social, economic, and environmental issues are intrinsically linked with land use planning and the metropolitan structure. For example, the pattern of development across the municipality affects access to open space, to jobs, and to a suitable labour force, and influences the degree to which opportunities exist for social interaction and integration.

The Official Plan is a mechanism for implementing the goals and objectives of the Strategic Plan and the Social Development Strategy related to the metropolitan structure.

Goal

The overall goal of social well-being is to develop and sustain strong and equitable communities in which residents are able to enjoy a satisfactory quality of life and have physical access to a range of opportunities and services.

Principles

In order to realize the goal of social well-being, the policies of this Plan are built on the four principles of equity, diversity, participation, and shared responsibility.

The principle of equity is concerned with access to and distribution of services, facilities, and opportunities.

The principle of diversity recognizes that communities have different needs and consequently require different resources. They require housing choices; adequate and varied community services and facilities; inviting streetscapes and meeting places that are safe, interesting, and diverse; and transportation options that reflect various mobility needs. Recognition and respect for diversity can produce a livelier and more sustainable metropolis.

The principle of participation means that people must be able to participate in a meaningful way in the decisions that affect their communities. It is important that the public be involved in the process to implement the vision of liveability, so that community development reflects community needs and values.

The principle of shared responsibility means that the Metropolitan Toronto government bears a fundamental responsibility to invest in its residents by ensuring that their community needs are addressed in the planning process. In turn, the community has a responsibility to accommodate projects and facilities that serve the municipality's needs. This principle also recognizes that many departments within Metropolitan Toronto, as well as other levels of government and community-based groups, have roles and responsibilities for ensuring social well-being. Metropolitan Toronto's role in social planning is to provide a framework for coordination and collaboration.

Metropolitan Toronto's interest in planning for social well-being includes:

- the safety and physical accessibility of Metropolitan Toronto's facilities and services, including roads, parks, transit vehicles, and stations;

• the provision and distribution of affordable and accessible housing;

• the provision and distribution of a range of housing opportunities in terms of size, type, and mix;

• the link between major development and the availability of community services;

• the nature and extent of community involvement in the planning process;

• the design of the metropolitan structure, including Metropolitan Green Spaces, the metropolitan transportation system, Centres and Corridors, and regionally significant public and civic buildings and facilities;

• the conservation of built and natural environmental features of heritage value.

3.1 Ensuring Access

Objective

To ensure access to a range of community services and opportunities that assist individuals and groups to enhance their quality of life.

Accessibility and overall liveability across Metropolitan Toronto is affected by ongoing change. This change occurs as people move in and out of neighbourhoods, as the population ages and increases, as new businesses open or established ones close, as new development replaces older uses, as new services are provided or established programs lapse, and as prosperity ebbs and flows through the economy. Taken individually, these changes may be small, but together they pose significant challenges to Metropolitan Toronto. Managing these changes demands good information that assists the understanding of changing social characteristics and of the implications for providing services, and helps improves the design of major infrastructure and development projects.

A social impact monitoring system is proposed as part of this Plan. It is intended to provide a context for a profile of the demographic, social, and economic characteristics of communities and services across Metropolitan Toronto, so that Council, the area municipalities, agencies, development proponents, and the public can have relevant information upon which to assess the likely social impacts of major planning projects.

Currently, the information base for this context is fragmented, incomplete, and not easily accessible for the purposes intended by this Plan. The planning practices that are used to assess impact vary widely across the area municipalities. The Plan proposes that Metropolitan Toronto coordinate the collection of information and provide it in a timely manner to area municipalities, agencies, development proponents, and the public. A more consistent and timely process for using this information to assess major projects is proposed, and to that end policies for development review are set out in Chapter 4.

Certain principles are intended to apply to this social impact monitoring system:

• that the information collected be clear, accurate, available in a timely manner, and relevant to the planning project being studied;

• that the information be collected and assessed early in the process so as to avoid

serious social impacts (such as physically impairing an existing neighbourhood) and to allow a range of alternatives and other design measures to be considered before a public position by the proponent is established;

• that the proponent of a new development be required to provide community facilities, which may include parkland, as part of the development review process, in accordance with legislation;

• that design considerations be employed to maximize safety and accessibility, to create a liveable pedestrian environment, to maximize social amenities, and to minimize noise and other unfavourable effects;

• that the social impacts of an increased population on community service levels be identified, to allow the affected agencies to properly plan and finance their programs;

• that the monitoring system be applied only to major secondary planning studies, major infrastructure initiatives, and major development proposals rather than to minor or routine projects that already conform to area municipal official plans.

Policies

It is the policy of Council:

1. that the social impact of a proposal be assessed in conjunction with official plans, secondary plans, major development proposals, and major capital works, in order to plan for the financing and provision of community services and facilities.

2. to ensure that community characteristics and needs are identified, assessed, and monitored by the Corporation, through the social impact monitoring system, so that community and social services can be provided in an efficient and effective manner.

3. to encourage the timely provision of an adequate range of community services and facilities by supporting mixed-use zoning provisions in the area municipalities that permit a broad range of uses.

4. to provide information to ethno-racial communities that improves their access to Metropolitan Toronto facilities and services.

5. to improve the physical accessibility of community facilities and services for all residents of Metropolitan Toronto, including those with special needs owing to physical challenges or any other mobility restrictions, by supporting barrier-free design features.

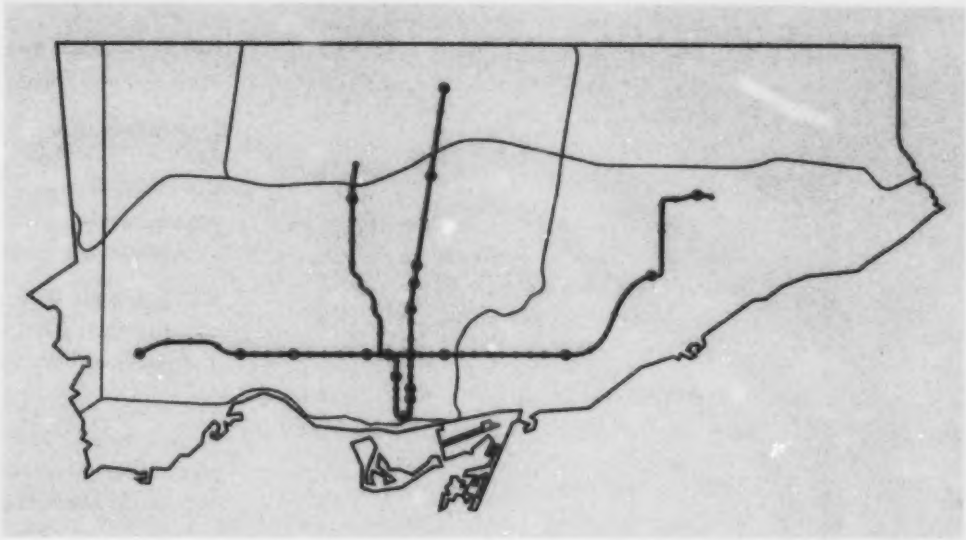
6. to provide a range of transportation options, including public transit, to ensure that the Metropolitan Toronto transportation network adequately serves the needs of the population and enables them to reach their destinations in a safe, convenient, and efficient manner.

7. to coordinate efforts with the Toronto Transit Commission and other relevant transportation agencies to ensure that vehicles, stations, and transit stops are physically accessible and that user information is comprehensible to all.

8. to ensure the safety and accessibility of Metropolitan Toronto facilities, transit routes, vehicles, and stations, as well as the parks and trail network by developing guidelines for safety and conducting periodic safety audits.

9. to improve public safety by supporting community-based initiatives that promote street and building designs that reduce crime risk.

Key Stations to be Made Available to Persons with Disabilities



10. to coordinate with representatives of Metropolitan Toronto Police, the area municipalities, and community agencies, to review the public safety implications of public works initiatives and major development proposals.

3.2 Reurbanization and Housing Supply

Objective

To ensure that an adequate supply of housing accommodation is available to meet the needs of the present and future residents of Metropolitan Toronto.

The provision and distribution of housing can have significant and immediate effects on the social well-being of Metropolitan Toronto's residents. In keeping with planning goals to increase accessibility and maintain an efficient metropolitan form, it is the intent of this Plan to ensure that much of the housing proposed should increase the accessibility of transit, retail, and commercial opportunities, as well as meet the needs of existing and future residents. Metropolitan Toronto recognizes that the cooperation of the area municipalities will be required if the Plan is to be successful in accommodating a variety of housing options, including those that meet special needs.

Metropolitan Toronto's housing and reurbanization policies can also be used to support the Plan's environmental objectives, by promoting the efficient and sustainable use of land and infrastructure. Intensification can minimize public costs by reducing the development cost per unit and by making better use of existing infrastructure such as roadways and sewer lines.

Metropolitan Toronto's housing policies are designed to serve the following purposes:

- to provide additional housing units throughout Metropolitan Toronto;
- to provide housing units in a variety of sizes, types, and locations;
- to provide information, research, and advocacy on housing issues to other levels of government, public agencies, and private-sector representatives;
- to encourage the protection of the rental housing stock;
- to aid in meeting the housing requirements of special needs groups.

The variety and supply of housing throughout Metropolitan Toronto can be increased through residential intensification, which involves the creation of new housing units in existing buildings, or on underutilized or underdeveloped land. The planning strategies proposed in this Plan encourage the provision of more housing in Centres and along Corridors, with a particular emphasis on the medium-scale built form.

Residential intensification along Corridors well served by transit, particularly those identified as having potential for a Mainstreet built form, offers an important means of increasing the amount and variety of housing. A Mainstreet built form emphasizes certain planning and design elements:

- Its buildings are in the form of small-scale residential buildings or mixed-use buildings with commercial uses at grade. These commercial uses should include a mix of retail, restaurants, offices, and cultural and recreational facilities that serve the local community, thereby creating a community focus similar to that of a Local Centre.
- It creates a continuous building frontage close to the street.
- It contains medium-rise building forms that range in height depending upon the street width and character of the abutting neighbourhood.
- It is oriented to the street through the use of minimum setbacks and landscaping, and through the integration of public open spaces, wide sidewalks, and other elements to support pedestrian activity.
- Its surrounding street design, including the number and use of traffic lanes, acts as an integrating social element rather than as a barrier to pedestrian movement.

Mainstreet Built Form

Metropolitan Toronto also supports the development of smaller or more specialized housing units such as accessory apartments or garden suites.

As well, the provision of affordable housing could, in some situations, be supported by the examination of existing planning standards and regulations applying to residential

development to identify alternatives that would ultimately reduce housing costs.

Housing renovation, rehabilitation, and conservation are also effective ways of ensuring an adequate housing supply. These activities permit a "fine-tuning" of the housing supply to make it more responsive to the changing needs of the population.

Policies
It is the policy of Council:

1. to support the intensification of land use for residential purposes, particularly within Corridors well served by transit, through such means as redevelopment, infill, conversion, rehabilitation, and renovation. This goal shall be achieved by:

a) targeting services and infrastructure to support such developments;

b) supporting innovative financing and regulatory initiatives and housing demonstration projects;

c) encouraging area municipal zoning provisions that permit a broad range of uses and housing types, including accessory apartments;

d) providing timely information to area municipalities on infrastructure capacity;

e) improving the use and attractiveness of these areas through the application of Metropolitan Toronto Streetscape Guidelines;

f) supporting the streamlining of the zoning and building regulation processes, and of other relevant legislation and regulations.

2. to investigate opportunities for developing alternative standards in order to reduce housing costs through a review of current standards, including the building code, municipal regulations, and other legislative regulations.

3. to identify general locations within Corridors, as shown on Map 4, as potential Mainstreets based on the following criteria:

a) that the street has the physical attributes to provide a hospitable pedestrian-oriented environment, including some existing street-oriented retail uses;

b) that the street be no more than four lanes in width. However, corridors with widths up to six lanes may be considered if other criteria are met;

c) that some intensification is already occurring, through redevelopment or infill, and that the area or building stock has the physical attributes that make intensification feasible, such as vacant sites or buildings of the appropriate age and condition. Such intensification shall be undertaken with respect for existing features of heritage value;

d) that the street can be served by high-frequency transit service;

e) that existing community services and facilities and the physical infrastructure are adequate to accommodate the new growth, or can be adequately provided at the time of development.

4. to support area municipal "housing first" programs for publicly owned lands suitable for housing, including mechanisms for the purchase of lands for the development of affordable housing.

5. to support the development of mixed-income neighbourhoods to ensure the integration of housing types.

3.3 Matching Housing Needs

Objective

To match the development of housing to the needs of people of varying lifestyles and economic means.

To meet the diverse range of housing needs, an adequate supply of different types of housing units must be provided. The requirements of different groups vary, but all pose the planning challenge of matching housing to supply. Families with children are one example of a group with a broad set of specific housing needs. In comparison with other groups, families with children need more space, and they must also take into consideration safety, the availability of outdoor recreation space and amenities, and proximity to a wider variety of services. Though all families with children share these requirements, some are better able to afford appropriate housing than others and thus have a greater range of choice in accommodation. Lower-income families rely upon the public sector to some degree for housing opportunities. A number of strategies to match the development of housing to the needs of Metropolitan Toronto residents are proposed in this Plan, including:

- encouraging the production of housing, including family housing, that more people can afford;
- affecting the conditions that contribute to high housing and land costs;
- achieving the equitable distribution of housing that meets the needs of all residents.

An ongoing process is required to monitor and document economic and social trends and to undertake those housing research initiatives essential to ensuring that Metropolitan Toronto's housing policy reflects changing circumstances. The supply of housing is vulnerable to changes and modifications, most often in response to the economic climate. The demand for housing also fluctuates in response to changes in economic, social, and immigration policy. Information on these changing factors is necessary if the supply and demand components of the housing market and the policies guiding them are to be in balance. To this end, Metropolitan Toronto will produce a comprehensive Housing Needs Profile, as part of the social impact monitoring system, to monitor the following conditions:

- population and household changes;
- socioeconomic measures;
- housing prices and rents;
- housing starts and completions;
- rental vacancy rates;
- applications waiting for assisted housing.

This information will be used to assess the extent to which major development proposals reflect identified community needs.

Policies

It is the policy of Council:

1. to develop and maintain, in cooperation with senior levels of government, a current Housing Needs Profile for the purposes of:

a) monitoring and assessing federal and provincial housing programs, projects, and initiatives;

b) disseminating housing information to the general public;

c) monitoring housing developments across the municipality;

d) assessing the housing mix within major development proposals.

2. to promote and facilitate the provision of affordable housing through the cooperative efforts of all levels of government, and of the private and non-profit sectors, through such means as providing land, creating partnerships, and enacting efficient regulatory measures.

3. to promote and facilitate the provision of a wide range of housing to create housing opportunities for a variety of family sizes and household types.

4. to require area municipal plans to include policies designed to reduce the cost of housing, in accordance with the affordability requirements of the Provincial Policy Statement Land Use Planning for Housing (1989). Where a higher standard of affordability for private-sector development is defined by the area municipality, the higher standard shall be applied.

5. that in lieu of fulfilling the requirements of policies 3 and 4 above, sufficient land to meet the affordability requirements, or an equivalent financial contribution for land, may be conveyed to the Metropolitan Toronto Housing Company Limited (MTHCL), to a local housing company, or to a non-profit housing agency, so that these agencies can provide affordable housing in the community.

6. that for residential developments constructed on public lands a minimum of 50 per cent of the total units be affordable.

7. to investigate ways to ensure that housing built as affordable housing is kept in the permanent affordable market by commissioning legal and administrative research to propose legislative changes and/or other improvements to provincial legislation and to policy statements such as Land Use Planning for Housing.

8. to require area municipalities:

a) to prepare an area municipal housing statement that conforms to the Metropolitan Toronto Housing Needs Profile;

b) to include in their review of major residential proposals an evaluation of the extent to which a proposal meets the community housing needs identified in the Housing Needs Profile and in the area municipal housing statement.

3.4 Non-Profit Housing and Housing for Special Needs

Objective
To provide and support non-profit housing to meet the requirements of those with special needs, and to encourage the area municipalities to support the provision of non-profit and special needs housing.

The non-profit housing sector includes municipal and private non-profit rental housing, and cooperative housing. This sector, which is largely government financed, produces a substantial proportion of the housing for households with low to moderate incomes.

This Plan recognizes that the non-profit sector is an important source of affordable units within Metropolitan Toronto. The non-profit providers face a number of con-

straints, including high land values, lack of available sites, insufficient funds to purchase land, and a lengthy development approval process. These factors have slowed the pace of construction of non-profit units within Metropolitan Toronto. The policies outlined below are designed to mitigate many of these problems.

Special needs housing includes a wide range of housing options designed for those requiring some form of financial or social support. Examples of housing for special needs include group homes, supportive housing, and transition and emergency housing. Supportive housing offers the combination of housing and support services that enable people with special needs to live in the community.

In addition to supplying more non-profit and special needs housing opportunities, Metropolitan Toronto will encourage an increased sense of community responsibility for such housing as part of its overall com munity participation process.

Policies
It is the policy of Council:

1. that lands owned by Metropolitan Toronto that become surplus to the needs of the operating departments and are suitable for housing be transferred first to MTHCL, to be used directly for housing or to be allocated to other non-profit housing providers.

2. to continue to acquire, construct, operate, and manage assisted housing developments as a means of ensuring access to housing for low- and moderate-income households.

3. to establish and adopt targets as part of the Metropolitan Toronto Housing Needs Profile for the production of assisted housing for Metropolitan Toronto. The target should reflect the capabilities of the Corporation and other agencies to provide assisted housing, and should consider projected need, the availability of suitable sites, and the availability of financing.

4. to allocate, in consultation with the area municipalities, an assisted housing production target to each area municipality on the basis of the principle of fair share. This principle means that each area municipality should eventually have the same ratio of low-income assisted households to its total households.

5. to encourage and support assisted housing projects that mix income groups at varying levels of physical and social need.

6. to actively seek and support innovative financing mechanisms that provide affordable housing, as well as housing for special needs.

7. to encourage area municipalities to provide opportunities for transitional and emergency accommodation.

8. to establish community and institutional partnerships to meet the social needs of people with special needs, with the goal of assisting them to achieve the highest possible degree of self-sufficiency.

9. to support demonstration projects and innovative housing developments that provide opportunities for seniors and others with special needs to live independently in their community.

10. to ensure that area municipalities recognize group homes as a permitted use in all residential areas. The area municipalities may include zoning by-law provisions specifying:

a) the distance by which one group home may be separated from another;

b) the type of dwelling unit in which a group home is permitted;

c) that correctional group homes be restricted to certain locations along arterial roads.

3.5 Metropolitan Identity

Objective

To improve the physical form and quality of the metropolitan structure, recognizing the importance of this structure to the identity and the liveability of the metropolis as a whole.

The major components defining the physical framework or structure of Metropolitan Toronto include the Metropolitan Green Space System, the Metropolitan Toronto transportation system, the Centres and Corridors, and regionally significant public and civic buildings and facilities.

The regional identity of Metropolitan Toronto as a safe, healthy, vibrant, and accessible environment is directly related to the physical form and quality of its public spaces. Ensuring a high standard of quality in the design of streets and parks that preserves them as important systems of open space, while supporting public access and promoting social interaction, has a significant impact on public use and on enjoyment of Metropolitan Toronto as a place to live, work, and visit.

The principal focus of Metropolitan Toronto's design initiatives is to ensure a high standard of quality in the design of those components of the metropolitan structure falling under the direct jurisdiction of the Metropolitan Toronto government. Metropolitan Toronto recognizes the supportive and facilitative role it can play, through cooperation and coordination with the area municipalities, in ensuring that the maximum public benefit is achieved in the implementation of local urban design objectives, in instances where these initiatives have a direct impact on the physical form and quality of the metropolitan structure.

Policies

It is the policy of Council:

1. to conserve and enhance regionally significant features that strengthen the regional identity, quality, and character of the metropolitan structure by:

a) identifying regionally significant public and civic buildings and facilities, built and natural environmental features of heritage value, views and view corridors, scenic and ceremonial routes, and metropolitan entranceways;

b) identifying, through amendment to the Plan, and in accordance with (a) above, Areas of Special Regional Identity as areas, sites, or landscapes distinctively characterized by regionally significant features of the metropolitan structure.

2. to support only those developments within or adjacent to an Area of Special Regional Identity that are compatible with and serve to enhance the quality and character of the Area by:

a) developing design guidelines in cooperation with the area municipalities for the purpose of reviewing all development proposed within or adjacent to an Area of Special Regional Identity;

b) encouraging the area municipalities to require that comprehensive design plans be prepared, in accordance with the design guidelines for Areas of Special Regional Identity, for all development identified as having a potentially significant impact on the quality or character of an Area of Special Regional Identity.

3. that area municipalities:

a) prepare an urban design plan consistent with the Reurbanization Guidelines and in conjunction with the reurbanization of Major Centres, Intermediate Centres, Local Centres, and Mainstreets. This plan should provide an overall concept for the built form of the area and address the major urban design aspects, including the public realm, pedestrian access, circulation, and transition in scale to the surrounding area or street. The plan should provide for the distribution of net densities and for building heights and massings throughout the reurbanization area that:

i) support a well-defined three-dimensional skyline profile consistent with the role defined for the Centre or Corridor in the hierarchy of reurbanization areas in Metropolitan Toronto;

ii) preserve and enhance the integrity of public and civic buildings and any other regionally significant features of Metropolitan Toronto within or adjacent to the boundaries defined for the Centre or Corridor;

iii) are harmonious with existing buildings and structures within the Centre or Corridor;

b) ensure that a minimum of 30 per cent of the land area is devoted to the public realm in any reurbanization area outside of the Central Area. The land area used for the calculation of densities permitted in any reurbanization area shall not include the public realm;

c) encourage the provision of street systems and pedestrian links that provide convenient access to transit and promote safe and comfortable patterns of pedestrian movement.

4. to assist the public in using Metropolitan Toronto facilities and systems by designing them with the public's needs in mind, including:

a) consideration of the design and placement of signs;

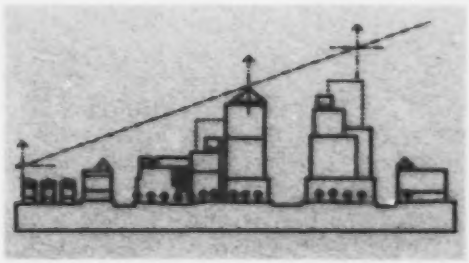
b) consistency in the design of signature features;

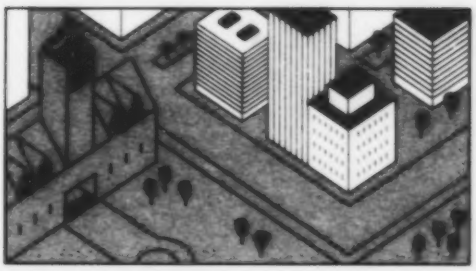
c) emphasis on the design of entrances and connections to and between transit, streets, parks, and other publicly accessible open spaces;

d) clear delineation of the boundaries of the public realm.

5. to achieve a high standard of design quality in the physical form of the metropolitan structure by making provision for design initiatives as part of the capital works projects and land acquisition programs of the Corporation, including the implementation of design treatments, public art

Transition in Scale





installations, and/or the administration and sponsorship of design competitions. In addition to meeting the specific requirements of the project, each design initiative should demonstrate regard for the long-term public use and enjoyment of the project, including consideration of how the design initiative could achieve other Plan objectives.

6. in support of policy 5 above, to develop Corporate guidelines for:

a) design competitions undertaken in concert with capital works initiatives of the Corporation that will ensure that issues including the selection of a design team, and the contribution of the project to the regional identity of Metropolitan Toronto, will be addressed;

b) the long-term maintenance of buildings, facilities, structures, and other built features of the Corporation.

7. to strengthen the identity of Metropolitan Toronto through public art initiatives of the Corporation and to encourage and support the area municipalities, not-for-profit community organizations, and the private sector to:

a) pursue public art projects in locations across Metropolitan Toronto that will contribute to the physical form and quality of the metropolitan structure;

b) promote a high standard of quality in the design and maintenance of public art projects in Metropolitan Toronto;

c) create initiatives that promote public appreciation and public awareness of public art projects in Metropolitan Toronto.

8. to develop, in cooperation with the area municipalities, guidelines for the selection and ranking of sites for public art projects in Metropolitan Toronto, consistent with the above policies and with the public art policies of the Corporation. These guidelines shall include consideration of:

a) the visual and physical accessibility of the site to the Metropolitan Toronto population;

b) the contribution of the site to promoting the equitable distribution of public art across Metropolitan Toronto.

9. to support and enhance the prominence of regionally significant public and civic buildings and facilities as important public places by encouraging their location within the Centres and Corridors of Metropolitan Toronto and, where appropriate by virtue of their functional relationship, within the activity areas of the Metropolitan Green Space System, on sites that are highly accessible, visually and physically, to the public.

3.6 Heritage Conservation

Objective
To conserve the heritage of Metropolitan Toronto.

Metropolitan Toronto's identity is rooted in geological processes and natural cycles, in prehistoric human habitation, and in human

activity in recorded history. Evidence of this identity is found in the natural and built environment, and in the documents, artifacts, and traditions that compose Metropolitan Toronto's heritage.

Heritage conservation, which comprises the use, preservation, maintenance, repair, rehabilitation, restoration, documentation, and interpretation of heritage, contributes significantly to social well-being. It protects social and cultural information, extends the life and usefulness of resources, enhances identity, and provides familiar reference points to the community.

Metropolitan Toronto recognizes that heritage conservation is a shared responsibility among levels of government, non-governmental organizations, and property owners and residents. The provincial government sets a legal and policy framework for the provincial and municipal interest in heritage, primarily through the Ontario Heritage Act and the Planning Act. In Metropolitan Toronto, all area municipalities are involved in some heritage activities, including listing, designating, and interpreting heritage properties; operating museums and archives; holding easements; or managing natural areas. The federal government reviews Crown-owned buildings in Metropolitan Toronto for their heritage value, maintains national parks and historical sites, and declares sites of national significance.

Metropolitan Toronto supports the efforts of other levels of government in heritage conservation. It will seek to conserve heritage under its ownership and regionally significant heritage located in Metropolitan Toronto.

Policies
It is the policy of Council:

1. to conserve regionally significant properties of heritage value in Metropolitan Toronto by:

a) identifying and describing built and natural environmental features of heritage value among the properties of the Corporation and the built and natural environmental features of regional heritage significance located in Metropolitan Toronto;

b) evaluating the heritage value of built and natural environmental features identified in (a) above using biological, architectural, historical, archaeological, artistic, scenic, and other cultural criteria developed by the Corporation;

c) working with the area municipalities and other levels of government to conserve heritage features of regional significance, and coordinating Metropolitan Toronto's heritage program and projects with those of the area municipalities and other levels of government.

2. to manage the properties of the Municipality of Metropolitan Toronto and its agencies, boards, and commissions with knowledge and regard for their heritage value and with respect for international standards of heritage conservation.

3. to encourage the conservation of those heritage properties of provincial and national significance located in Metropolitan Toronto.

4. to encourage the conservation of regionally significant recorded information and artifacts in Metropolitan Toronto, including the management of the Corporation's own recorded information and artifacts.

5. to assess the impact of capital works on Metropolitan Toronto's properties of heritage

value and on other heritage properties adjacent to the site of capital works activity, and to mitigate any damaging effect.

6. to acquire properties or enter into easements for threatened regionally significant heritage features, where appropriate and within the Corporation's financial abilities.

7. to facilitate archaeological surveys on Metropolitan Toronto property and assist in the preservation or excavation of archaeological artifacts and sites.

8. to establish a Metropolitan Toronto Advisory Committee on Heritage as an advisory body on matters of heritage conservation and as a forum for eliciting public opinion on Metropolitan Toronto's heritage program.

9. to promote public awareness and appreciation of Metropolitan Toronto-owned and regionally significant heritage features through publications, interpretive displays and events, commemorative plaques, monuments, tree plantings, and place names with historical associations.

10. to assist in the conservation of regionally significant cultural traditions.

3.7 Cultural and Recreational Resources

Objective
To provide a wide range of opportunities for cultural, leisure, and recreational activities that reflect the lifestyle needs of the population.

A liveable metropolis is one that provides a wide range of opportunities for activities suited to the diverse lifestyles and needs of the population. The leisure, recreation, and cultural activities of a metropolis contribute to its vibrancy.

Many of these opportunities are provided through the commercial and cultural activities found in a variety of places throughout the metropolis, such as art galleries, retail stores, restaurants, and sports facilities, and in public spaces such as parks, community centres, arenas, beaches, schools, and the streets themselves.

Metropolitan Toronto has responsibility for providing diverse cultural and recreational facilities for the enjoyment of its population, ranging from parks for passive recreational uses to highly specialized facilities like the Metropolitan Toronto Zoo. Metropolitan Toronto has direct proprietary interests in such major regional facilities as the Canadian National Exhibition and O'Keefe Centre and provides financial support to a diverse range of facilities, including the Skydome and the Metropolitan Toronto Convention Centre.

Policies
It is the policy of Council:

1. to support and promote a diverse range of leisure, recreational, and cultural activities that are accessible to the Metropolitan Toronto population, and in particular to ensure that major cultural, sports, and entertainment facilities serving Metropolitan Toronto or the GTA are located and designed to meet the access and transportation policies of this Plan.

2. to conduct periodic reviews, in consultation with the area municipalities, to monitor and assess user needs, recreational and cultural

demands, and the need for improvements to the delivery of recreation, leisure, and cultural programs and facilities. Such reviews should occur at least every 10 years.

3. to develop and manage regional facilities for recreational purposes for the enjoyment and benefit of a wide spectrum of the metropolitan population. Metropolitan Toronto may acquire and develop the lands necessary to provide those facilities that require extensive amounts of land and/or serve a broad segment of the metropolitan population, such as horticultural and zoological gardens, educational and scientific facilities, wilderness and scenic areas, organized picnic facilities, nature trails, bridle paths, jogging and bicycle paths, hiking and ski trails, day camps, beaches, boating facilities, major athletic and winter sports facilities, golf courses, and extensive areas of open space for passive uses. Metropolitan Toronto will provide these kinds of recreational opportunities in a manner compatible with the operations of other public and private providers of recreational facilities and services.

4. to support the provision of activities and programs that highlight the ethnic diversity, character, and history of Metropolitan Toronto.

5. to support the integration of recreational and cultural activities with other uses in Centres and Corridors and in locations along the waterfront, such as Garrison Common and Harbourfront.

Reurbanization and the Metropolitan Structure

This chapter examines reurbanization strategies for specific areas of Metropolitan Toronto and for infrastructure investments designed to support the Plan's objectives of healthy environment, economic vitality, and social well-being.

Achieving a population of between 2.5 and 2.8 million by 2011 will require a significant increase in housing units. At least 300,000 additional units are required for a population of 2.5 million. Over the same period, employment in Metropolitan Toronto is expected to increase by over 400,000 jobs. Population and employment levels may turn out to be higher or lower than these expectations, depending upon a variety of economic and political factors, largely beyond the municipality's control.

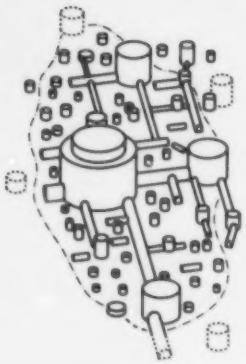
The challenges for the Plan's reurbanization strategy will be to make strategic investments in the metropolitan structure and its supporting infrastructure that will help to achieve the Plan's objectives, whatever population and employment changes occur; to do so in an effective and efficient manner by building upon the assets of the existing metropolitan structure; and to protect stable residential communities. The main elements associated with the reurbanization strategy are the Centres and Corridors, the Core Enterprise Areas, the Metropolitan Green Space System, the transportation network, and the utilities.

1 Centres and Corridors

1.1 General

Objective

To achieve an urban form through reurbanization of the metropolitan structure that achieves an equitable distribution of diverse housing and employment opportunities; that allows for effective and efficient use of the transportation system, particularly transit,



Centres and Corridors

walking, and cycling; and that provides a sense of community focus.

The structural components of the reurbanization strategy are designed to achieve the healthy environment, economic vitality, and social well-being objectives of the Plan.

Healthy Environment: An important objective of the Plan is to reduce dependence upon the automobile and support the use of transit. This objective can be accomplished by creating the critical densities and distributions of land uses needed to support walking, cycling, and transit.

Economic Vitality: A metropolitan structure comprising Centres, Corridors, and infill areas provides a diverse range of places where new businesses can locate. Focusing employment in Centres can make effective use of the transit and street system and also provide the benefits of concentrated economic activities, stemming from shared sup-port services and complementary functions.

Social Well-Being: A metropolitan structure that encourages mixed-use developments, opportunities for walking along streets, safe and accessible facilities, and open spaces also encourages opportunities for social interaction and integration.

The Plan encourages reurbanization initiatives to accommodate population and employment growth in a structure of mixed employment and residential uses across Metropolitan Toronto. The desired structure includes a few large high-density Major Centres in addition to the Central Area; several smaller Intermediate Centres and numerous Local Centres of varying density; and linear concentrations of development along portions of certain streets.

Reurbanization will also be encouraged on large sites that become available for redevelopment; for example, obsolete industrial sites outside Core Enterprise Areas.

Elements of this structure already exist in Metropolitan Toronto; examples are the North York and Scarborough Major Centres, the existing Intermediate Centres of St. Clair and Eglinton, and development along a number of streets such as Yonge Street and Queen Street.

Targets for Minimum Additional Housing Units: Distribution by Municipality (Gross)

Municipality 1989-2011	
East York	12,000
Etobicoke	35,000[1]
North York	75,000
Scarborough	60,000
Toronto	100,000
York	20,000
TOTAL	302,000

1 This figure is currently under review by the area municipality.

Policies

It is the policy of Council:

1. that new housing and employment growth outside the Central Area of Toronto be directed to Major Centres, Intermediate Centres, and Corridors, generally identified on Maps 3 and 4, and Local Centres and other Corridors designated in area municipal official plans.

2. to use the targets for minimum additional housing units as a guide for infrastructure improvements and to encourage area munici-

palities to use these targets in planning for Centres and Corridors.

3. to support the development of these areas by giving priority to providing transit and servicing improvements to serve these areas, as well as by targeting other Metropolitan Toronto investments, such as streetscaping initiatives, to these areas.

4. that area municipal planning policies guiding reurbanization of Centres, Corridors, and other reurbanization areas reflect the following principles:

a) that reurbanization areas be mixed-use areas, including both housing and employment uses, as well as community facilities and public spaces;

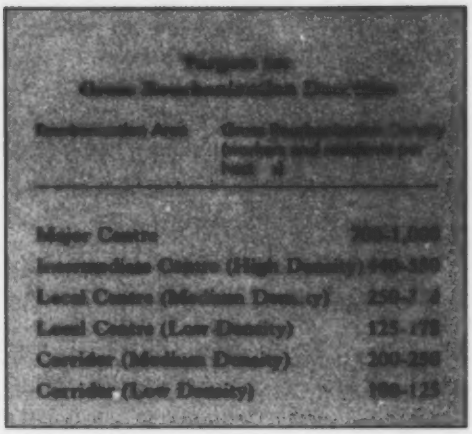
b) that the protection of existing stable neighbourhoods and the conservation of heritage features be ensured;

c) that the balance between housing and employment, on a local area basis, be improved, taking into account that for Metropolitan Toronto overall, the target balance is 1.5 residents for every job;

d) that providers of employment be encouraged to locate within 300 metres of rapid transit facilities;

e) that the permitted gross reurbanization densities within Centres and Corridors be consistent with the gross reurbanization density targets.

5. that area municipalities consider the Reurbanization Guidelines in their official plan policies for reurbanization areas and in reviewing development applications.



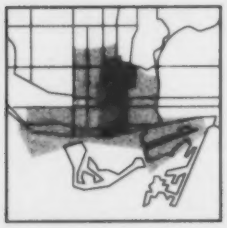
1.2 The Central Area

The Central Area consists of several different areas: the higher-density Central Core, centred on the financial district; the provincial legislature and government offices at Queen's Park; several major hospitals; the University of Toronto and Ryerson; and major concentrations of retailers, tourist attractions, and entertainment areas. Surrounding the Central Core are residential neighbourhoods, industrial areas, and areas along the waterfront, including the Port and Garrison Common.

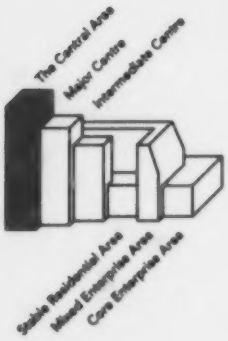
Metropolitan Toronto's interests in the Central Area include:

- economic vitality: supporting the Central Area's continued role as a pre-eminent centre for business, government, entertainment, and cultural activities within the GTA;

- transportation system investment: ensuring that the provision of necessary transportation capacity keeps pace with development;



Central Area
Central Core



• housing: ensuring an equitable distribution of housing.

Policies
It is the policy of Council:

1. to support more housing within the Central Area.

2. that the rate of employment growth and population growth within the Central Area be supported by necessary improvements in the transportation system and utilities network. Therefore, Council:

a) supports area municipal measures aimed at creating a balance between employment growth and the housing needs of Central Area workers;

b) requires that the provision and timing of necessary transportation and servicing improvements be taken into account in the approval of major development in the Central Area;

c) shall implement the additions to the rapid transit system serving the Central Area shown on Map 3. Other than these changes, improvements to the rapid transit system to serve the Central Area shall emphasize improvements to existing facilities and operational improvements;

d) shall undertake a comprehensive transportation monitoring program in the Central Area, to ensure that transportation system improvements, including rapid transit, are planned for in conjunction with employment and housing growth.

3. to support a structure within the Central Area in which future development is concentrated along Corridors and within 300 metres of rapid transit facilities.

4. to encourage new employment development within the Central Area to occur primarily in the Central Core, including the Railway Lands.

5. to support the comprehensive redevelopment and rehabilitation of the Garrison Common area as a regional focus for a diverse range of culture, tourism, and recreation uses, international trade exhibition facilities, related economic activities, and residential uses.

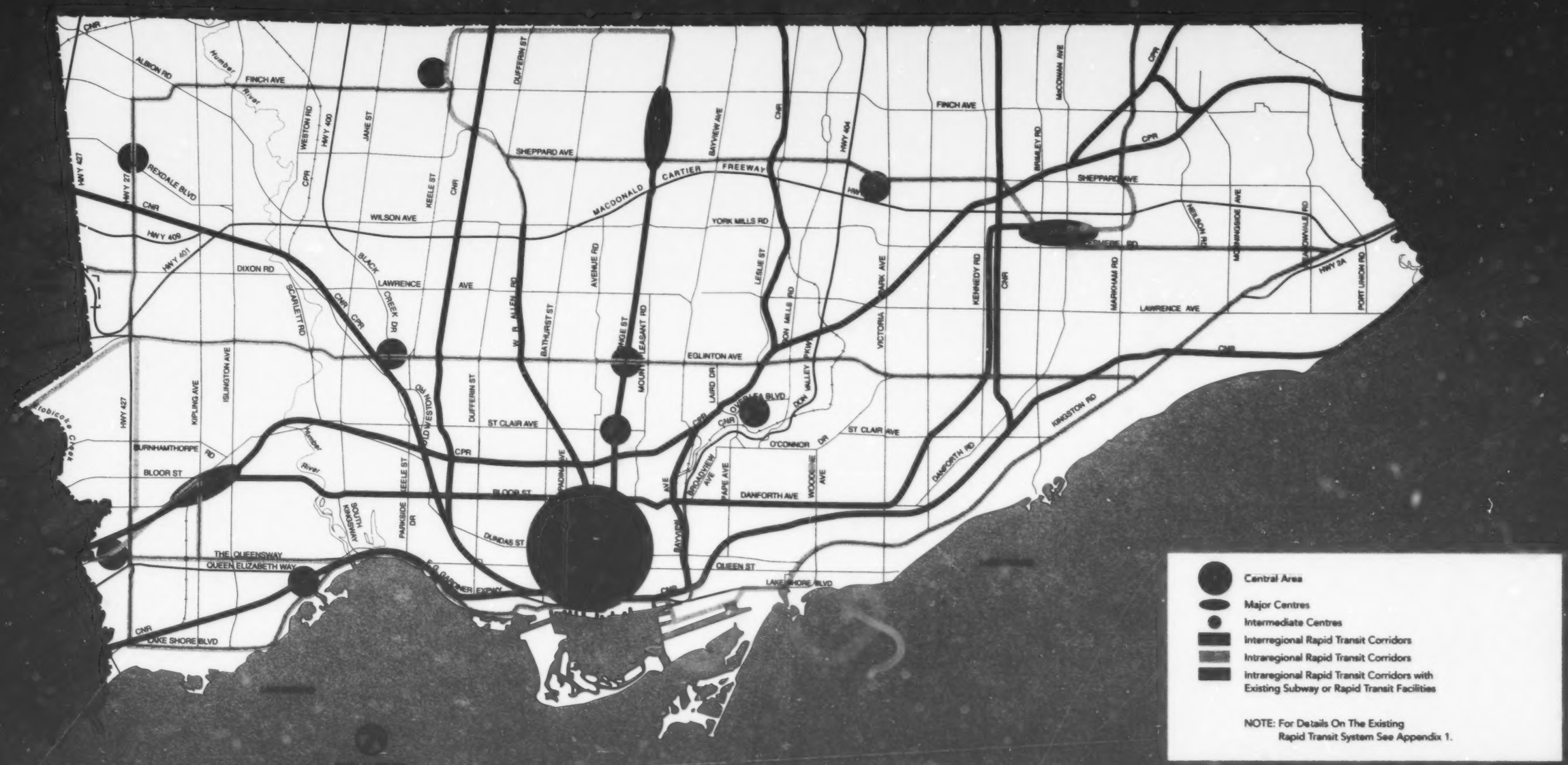
1.3 Metropolitan Centres

An important element of the structural strategy for this Plan is the development and enhancement of a hierarchical, many-centred metropolitan structure, with reurbanization occurring primarily in metropolitan centres — that is, Major Centres and Intermediate Centres — and along Corridors. A full range of Centres is necessary to support a variety of services, housing types, and building forms. A multi-centred structure can make effective use of the existing urban infrastructure, support the use of transit, and provide a more equitable distribution of housing and employment opportunities.

Policies
It is the policy of Council:

1. to use the targets for minimum employment as a guide for planning transportation system improvements and other Metropolitan Toronto initiatives to encourage development in the metropolitan centres — that is, Major and Intermediate Centres.

Map 3 : **Metropolitan Centres and Rapid Transit Facilities**



Map 3 : **Metropolitan Centres and Rapid Transit Facilities**

Centre	2001
Major Centres	
Scarborough	50,000
North York	45,000
Etobicoke-Lakeshore	25,000
Intensification Corridor	
Yonge-Eglinton	22,000
Yonge-St. Clair	15,000
Thorncliffe Park	15,000
Bathurst-Bathurst	10,000
York University	25,000
Consumers Road	20,000
York	10,000
Eloncy	10,000

1 Targets Initially achieved
2 Note: this number represents employment only, and does not include the almost 20,000 full-time students and over 12,000 part-time students at the university.

1.3.1 Major Centres

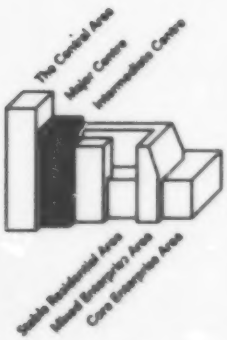
Policies
It is the policy of Council:

1. that Major Centres:

a) concentrate new employment growth and activities requiring a diverse and compact high-density environment;

b) constitute a focus for the larger metropolitan communities by offering a wide variety of community and business services and entertainment, cultural, recreational, and retail activities;

c) play a significant role in tourism, by offering a variety of amenities appealing to visitors.



2. that Major Centres be identified in this Plan according to the following criteria:

a) that they be compact and nodal in form and range in size from 50 to 150 hectares. The exact size and boundaries shall be based on the availability of land, the need to promote pedestrian accessibility to all parts of the Centre, compatibility with the surrounding area, and the existing and planned capacity of the transit system and servicing infrastructure;

b) that they be located at key points on rapid transit including commuter rail, with high accessibility for the metropolitan population;

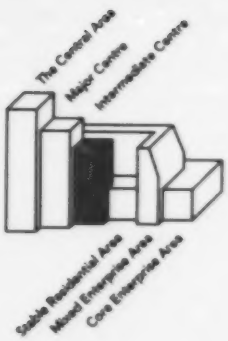
c) that they be limited in number so as to support the concentration of employment activities not directly related in function to local or resident population but serving a broader metropolitan area;

d) that they be planned for a minimum of 25,000 jobs in order to create concentrations of employment that provide a market for a wide variety of cultural facilities and pedestrian-oriented restaurants and retail stores;

e) that they support the transportation policies described in Chapter 3, section 5.

3. that the designation of any new Major Centre beyond those shown in this Plan be supported by an analysis of its economic potential within the context of the overall growth of employment in Metropolitan Toronto.

4. that permitted uses within Major Centres include medium- and high-density residential uses, and employment uses serving both the broad Metropolitan Toronto region and, to a lesser extent, the local community, including offices, retailing, hotels, theatres, libraries, post offices, institutional and government services,



restaurants, educational resources, and cultural, social, and recreational facilities.

5. that, although the residential/employment balance in Major Centres will be more heavily weighted towards employment than residential uses, residential uses be provided at levels in keeping with the Reurbanization Guidelines.

1.3.2 Intermediate Centres

Policies
It is the policy of Council:

1. that Intermediate Centres:

a) concentrate employment growth as in the Major Centres but in a smaller-scale, less dense area;

b) act as a focus for the immediate community, offering community and business services as well as entertainment, cultural, and retail activities but on a smaller scale than in the Major Centres.

2. that Intermediate Centres be identified in this Plan according to the following criteria:

a) that they be compact and nodal in form and less than 75 hectares in size. The exact boundaries shall be based on the availability of land, the need to promote pedestrian accessibility in all parts of the Centre, and the existing and planned capacity of the transit system and servicing infrastructure;

b) that they be limited in number so as to support concentrations of employment opportunities, services, and businesses serving a sub-metropolitan area, and to ensure a balance between supply of and demand for these businesses and services;

c) that they be located at key points on rapid transit, including commuter rail;

d) that they be located where a potential market for transit-oriented office and other commercial activity exists;

e) that they be located where a high housing/employment balance can be achieved. The type of housing should be matched to the type of economic activity proposed;

f) that they be well distributed across the municipality;

g) that they be planned for a range of employment between 10,000 and 25,000 jobs.

3. that permitted uses within Intermediate Centres be the same as for Major Centres, except with a greater emphasis on residential uses and on locally related employment.

1.3.3 Local Centres

Policies
It is the policy of Council:

1. that Local Centres contain a mix of employment activities including, but not limited to, office, retail, institutional, and recreational uses and community and social services. Residential uses should also be encouraged to locate in Local Centres.

2. that area municipalities designate Local Centres to serve as a focus for local employment and services in area municipal plans based on the following criteria:

a) that they be served by a high level of transit service;

b) that they be varied in size and compact, not exceeding 50 hectares;

c) that they have the physical attributes to provide a pedestrian-oriented environment, including existing street-oriented retail uses;

d) that the existing community services and facilities and physical infrastructure are adequate to accommodate new growth, or that these can be adequately provided at the time of development;

e) that they can function as focal points for their local communities.

3. that, once a Local Centre is designated, a development plan be prepared for it and the surrounding area, and that this plan be approved by the area municipal council and endorsed by the Metropolitan Toronto Council.

1.3.4 Site-Specific Policies

In addition to the general Centres policies, a number of site-specific initiatives are proposed in support of the development of Major and Intermediate Centres.

Policies
It is the policy of Council:

1. to support the continued phased development of the North York Major Centre by undertaking street and transit improvements to service the Centre, to seek the support of the provincial government in giving priority to the provision of rapid transit along Sheppard Avenue to serve the Centre, and to assist in the development of transportation demand management strategies for the Centre.

2. to seek the support of the provincial government in giving priority to the provision of additional rapid transit service along Sheppard Avenue, as well as extensions to the Scarborough Rapid Transit line, to serve the Scarborough Major Centre.

3. to support changes in the boundaries of the Scarborough Major Centre where such changes:

a) contribute to the creation of a compact nodal form, in keeping with policy 2 of Chapter 3, section 1.3.1, and to the concentration of development within walking distance of rapid transit stations;

b) can ensure that the Core Enterprise Areas to the west are buffered from incompatible land uses.

4. to support the development of more housing within the Scarborough Major Centre, phased in conjunction with the provision of necessary community and recreational facilities.

5. to support the development of the Kipling-Islington Major Centre by:

a) developing Metropolitan Toronto's land holdings, where feasible and if such development would conform to the other policies of this Plan and the area municipal plan;

b) undertaking improvements to the street and transit network to serve the Centre and rationalizing the transportation facilities to better accommodate development;

c) encouraging area municipal initiatives to create a civic presence at the Centre.

6. to encourage minor additional growth within the Yonge-St.Clair Intermediate Centre.

7. to encourage minor additional growth within the Yonge-Eglinton Intermediate Centre through development of the TTC lands and infill.

8. to encourage the development of the Thorncliffe Park Intermediate Centre to provide a strong community focus for the Borough of East York by:

a) providing, over the long term, rapid transit to serve the Centre; and encouraging GO Transit initiatives by the Province that support the Centre;

b) providing, as an interim strategy, increased surface transit and high-occupancy vehicle lanes on the Leslie Street Extension;

c) supporting area municipal initiatives to increase the amount of office employment within the Centre.

9. to support the development of the York Intermediate Centre to provide a strong community focus for the City of York by:

a) providing rapid transit along Eglinton Avenue and supporting provincial GO Rail initiatives to serve the Centre;

b) working in cooperation with the area municipality and the Province to create an integrated GO rail/transit facility to serve the Centre.

10. to support a design strategy for the York Intermediate Centre that:

a) incorporates initiatives to restore the natural attributes of the Black Creek;

b) creates pedestrian links between the Centre and the Mount Dennis community.

11. to encourage the development of the Etobicoke-Parklawn Intermediate Centre in the vicinity of Lakeshore Boulevard and Parklawn Road by providing enhanced transit service. In this regard consideration will be given to the extension of the Waterfront LRT and the development of an integrated rail/transit facility to serve the Centre, in cooperation with the area municipality and the Province.

12. to support the development of the Sherway Mall lands for the Sherway Intermediate Centre by:

a) providing rapid transit to serve the Centre; such support includes investigating the potential extension of the Bloor-Danforth subway and the extension of the Waterfront LRT;

b) working with the area municipality and landowners to prepare a design plan for the development of the lands.

13. to support the development of the Consumers Road-Sheppard Intermediate Centre by ensuring that proposed rapid transit stations along Sheppard Avenue are located to maximize access to the Centre.

14. to encourage the development of the York University Intermediate Centre by investigating the feasibility of providing rapid transit to serve the Centre.

15. to support initiatives aimed at developing the York University Intermediate Centre as a focus for employment in the research and development sector.

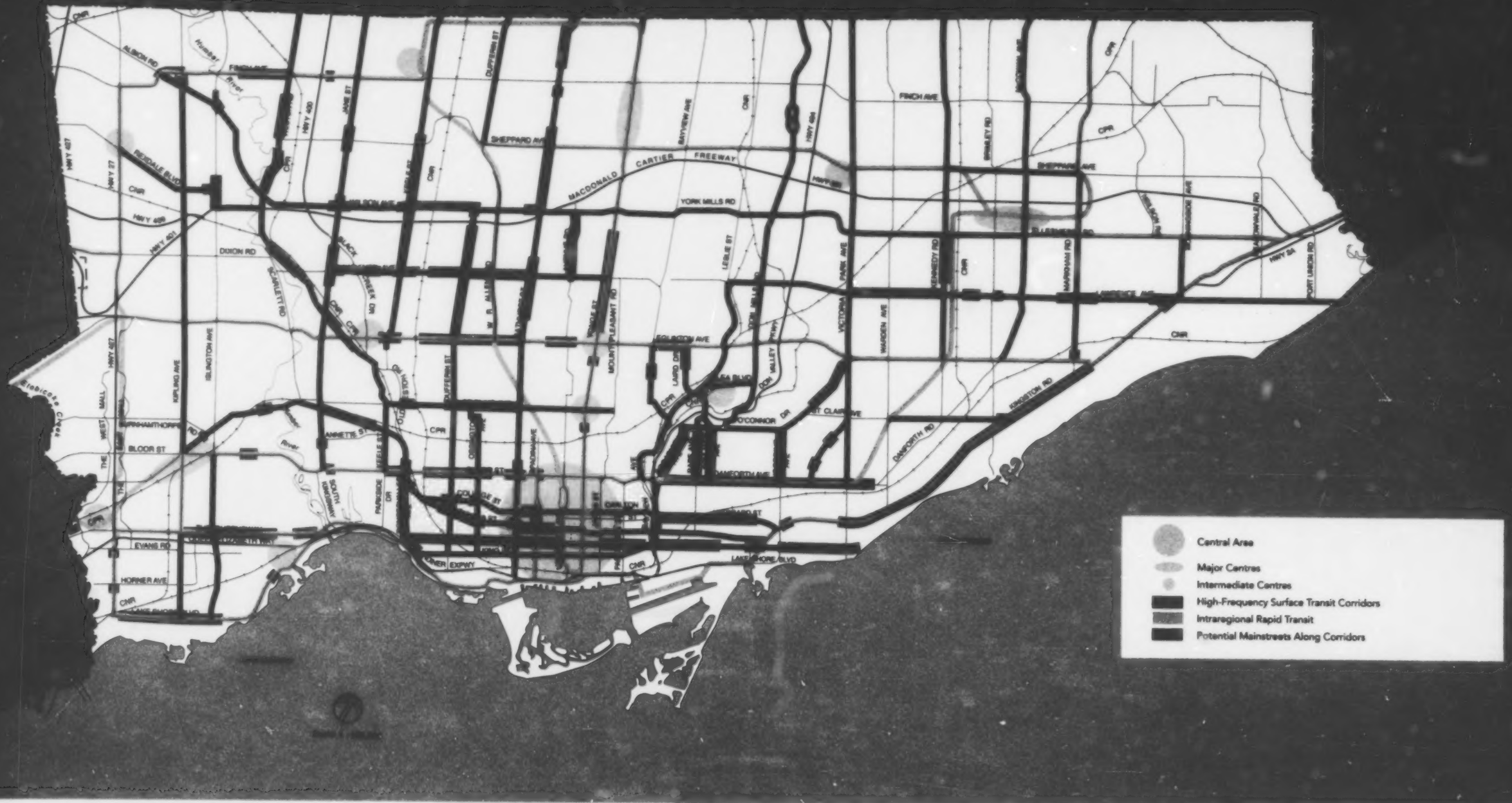
16. to establish, in cooperation with the area municipality, the location of an Intermediate Centre and strategies for encouraging its development, within the general area extending from Rexdale Boulevard and Highway 27 to Albion Road and Kipling Avenue.

1.4 Corridors

Another component of the proposed metropolitan structure is the development of mixed-use Corridors along streets with high-frequency rapid or surface transit service (High-Frequency Transit Corridors). The overall density of such development should be tied to the level of transit service. At some major intersections the Corridor development can be integrated into the creation of Local Centres.

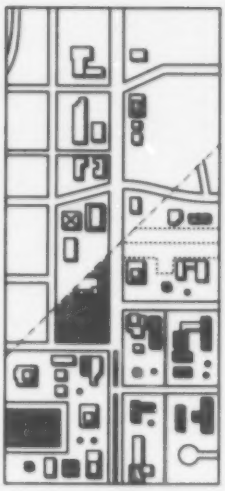
Within these High-Frequency Transit Corridors, this Plan encourages the Mainstreet

Map 4 : **High-Frequency Transit Corridors and Mainstreets**



Map 4 : **High-Frequency Transit Corridors and Mainstreets**

Before



After

Corridors

built form, with its emphasis on continuous stretches of medium-rise, human-scale buildings of high-quality design, including small-scale residential buildings or mixed-use buildings with commercial uses at grade, located close to and facing the street. The Mainstreet built form includes a strong design emphasis on orientation to the street, on pedestrian movement, and on creation of a focus for the adjacent areas. Compatibility with the adjacent neighbourhoods is essential.

The Plan recognizes, however, that the Mainstreet built form may not be achievable in all High-Frequency Transit Corridors. Some High-Frequency Transit Corridors contain areas with potential for reurbanization; these may continue to be more automobile-oriented in their design, with a greater emphasis on a variety of single-use buildings, discontinuous building frontage, and greater setbacks from the streets. The primary emphasis of the Plan in these Corridors is to encourage a greater mix of uses at densities and in locations that support the use of transit; where possible, designs should also incorporate Mainstreet elements such as landscaping, reduced setbacks, and parking restrictions to create a greater orientation to the street.

In addition, not all areas along the High-Frequency Transit Corridors will be suitable for reurbanization. Many stretches of Metropolitan Toronto streets are beside stable residential areas that should be protected.

Policies

It is the policy of Council:

1. to encourage a mix of housing and employment uses to locate along the proposed High-Frequency Transit Corridors identified on Map 4, and in particular within Corridors served by existing rapid transit or high-frequency surface transit.

2. to recognize that only certain areas along these proposed High-Frequency Transit Corridors are suitable for reurbanization, and to require that these Corridor areas be identified in area municipal official plans, including the boundaries of development, the mix of uses and densities within these Corridors, and linkage to any Major, Intermediate, or Local Centres within the Corridor.

3. to support minimum densities within these Corridors consistent with the following criteria:

a) that Corridors served by rapid transit be developed at medium gross reurbanization densities, as defined in the targets;

b) that Corridors served by high-frequency surface transit be developed at low gross reurbanization densities, as defined in the targets.

4. that within all Corridors served by rapid transit, area municipal policies encourage new employment within 300 metres of rapid transit stations.

5. that within all Corridors, area municipal policies should encourage streetscaping, setbacks, and other means to encourage pedestrian movement and transit access, in addition to automobile access.

6. to encourage area municipalities to assess the potential for reurbanization within the areas identified as potential Mainstreets, based on the criteria in Chapter 2, section 3.2, to identify any Mainstreets in the area municipal plan, and to incorporate policies that:

a) permit a range of residential unit types and tenures and commercial uses, including retail, offices, and services serving the local area;

b) establish density and bulk standards to encourage mixed-use residential/commercial building forms as well as single-use buildings;

c) establish setback provisions to encourage a continuous building form adjacent to the street right-of-way;

d) establish building height standards to encourage the provision of medium-rise buildings, recognize the character of the adjacent area, and provide a transition in scale;

e) include parking requirements that:

i) recognize the level of planned transit service, and the needs of the residential and commercial activities;

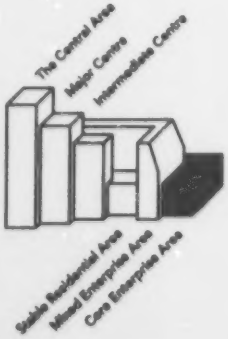
ii) encourage the provision of alternatives to offstreet parking along street frontage: for example, underground or at the rear with appropriate screening;

f) encourage pedestrian movement through the arrangement and design of the development and streetscaping.

7. to support area municipal initiatives encouraging a Mainstreet built form of development, within the general locations identified on Map 4, as potential Mainstreets, by:

a) providing rapid transit or high-frequency surface transit to service these corridors;

b) providing Metropolitan Toronto streetscaping initiatives in cooperation with area municipal design initiatives, to encourage pedestrian activity along the street and to support the use of the street as an integral part of the community;



c) considering transportation improvements, including traffic controls and changes within Metropolitan Toronto rights-of-way such as sidewalk widening, that support Mainstreet development and pedestrian movement.

8. to encourage area municipalities to designate other Corridors for reurbanization and, in particular, areas for Mainstreets that meet the criteria in Chapter 2, section 3.2, and in keeping with targets for gross reurbanization densities in Chapter 3, section 1.1.

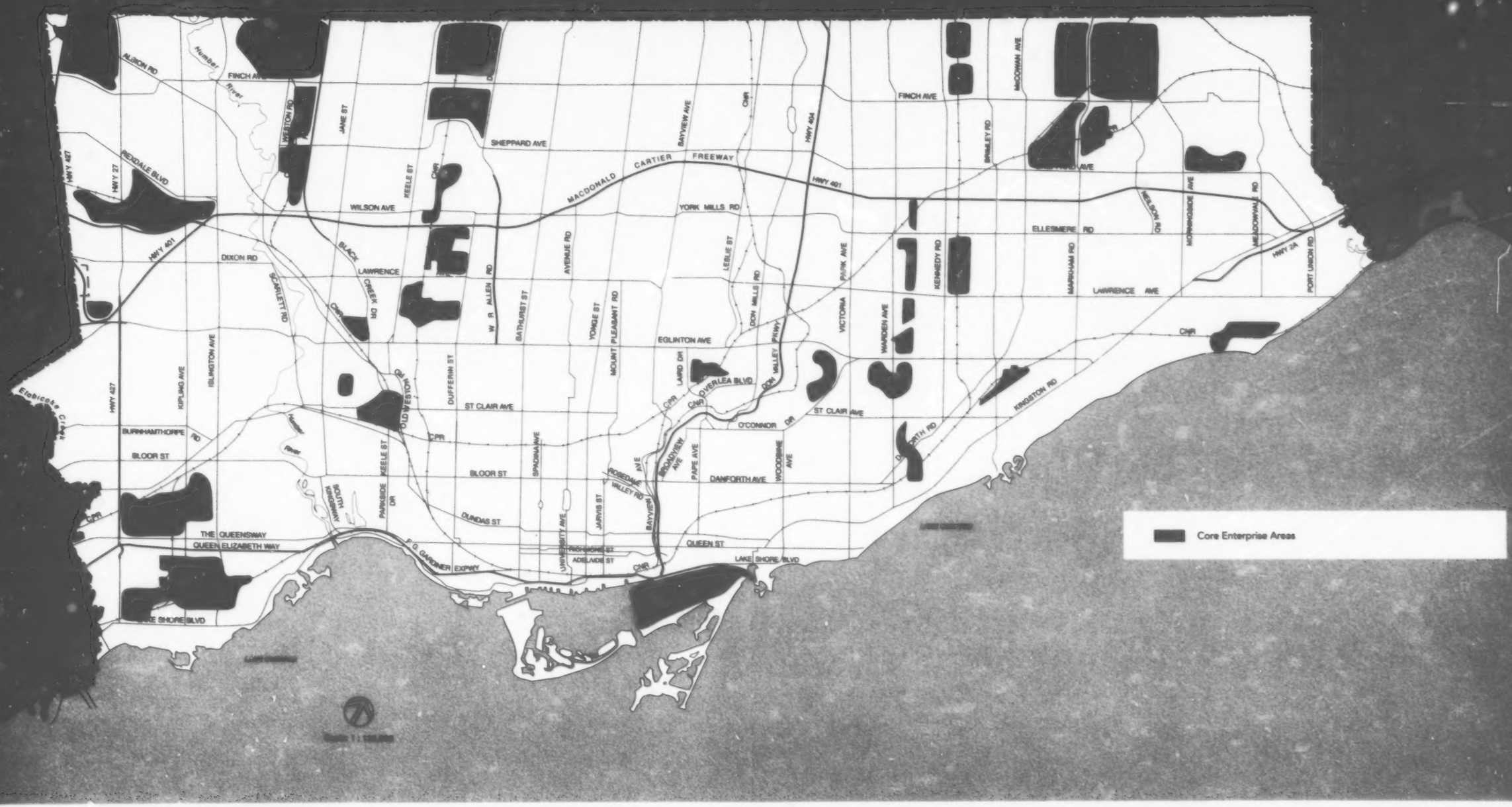
2 Core Enterprise Areas

Objective
To protect industrial areas critical to the economic vitality of Metropolitan Toronto from incompatible uses, and to ensure that an adequate supply of land exists to meet changing economic demands.

Core Enterprise Areas are locations considered critical to the economic vitality of Metropolitan Toronto. These include key industrial areas that require protection from incompatible uses because of the nature of their operations. Also in need of protection are existing industrial areas that, because of their strategic location or role, should be retained to ensure a competitive choice of sites and flexibility in meeting changing demands.

Certain Core Enterprise Areas are considered to be of particular strategic importance from a regional economic perspective, because of their existing use, future potential economic role, location, or other characteristics.

Map 5 : **Core Enterprise Areas**



Map 5 : **Core Enterprise Areas**

Policies

It is the policy of Council:

1. that Core Enterprise Areas protect activities and/or locations judged important from a regional economic perspective. These include key industrial areas requiring, by virtue of their operations, protection from incompatible uses, as well as industrial areas retained to ensure a competitive choice of sites and the flexibility to meet changing demands for land.

2. that Core Enterprise Areas be identified in this Plan or amendments thereto according to the following criteria:

a) that they include key industrial firms, or groups of firms that, as well as being vulnerable to external pressures (such as land price increases, environmental/land use compatibility concerns, and issues pertaining to safety or traffic generation), form an important component of Metropolitan Toronto's economic base;

b) that they have access to major transportation services;

c) that they have soils that meet acceptable environmental standards for industrial use

d) that they are able to accommodate future demand for economic activities that may require separation from other uses, provide enough land to accommodate a competitive range of sites, and offer the flexibility needed to respond to future demand for land by new activities;

e) that they be well distributed across the municipality;

f) that they include lands suitably zoned for the handling, sorting, and recycling of solid waste, including the composting of organic material, the handling and sorting of refuse, and the recycling of reclaimed products.

3. that area municipalities, through policies in local official plans, protect Core Enterprise Areas from potential impact from incompatible development.

4. to undertake a range of initiatives, including infrastructure improvements and economic development strategies, aimed at encouraging the viability of Core Enterprise Areas for industrial uses, including new types of industry such as recycling and composting.

5. that area municipalities may identify key economic activities or firms outside Core Enterprise Areas and set out policies for their protection, through secondary plans or the equivalent in area municipal official plans, or through site-specific zoning provisions.

6. that specific boundaries for Core Enterprise Areas, or their equivalent, be established in area municipal official plans, taking into account the location of existing residential development and other uses incompatible with core enterprise activities.

7. that area municipalities, after defining the boundaries of Core Enterprise Areas or their equivalent in area municipal official plans, review future development applications in and adjacent to the area with respect to potential negative impacts.

8. to require the lands generally identified on Map 5 as Core Enterprise Areas to remain in industrial use with compatible office and commercial uses at low densities.

9. to support the continued use of the Downsview lands for economic activities and facilities related to the aerospace industry. However, these lands form a significant element in the metropolitan structure. Should any portion of these lands not be required for the

aerospace industry and become available for urban purposes, then as an interim policy, any new development permitted should be of a scale and type that will not prejudice future options for development of the site, including its designation and subsequent development as an Intermediate Centre.

10. to support the role of the Port area as a regional facility providing:

a) a marine interface for bulk construction materials used within the GTA;

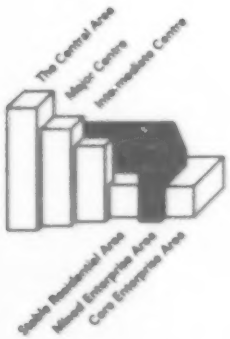
b) a project cargo assembly and shipping area for Ontario industry;

c) a major marine and rail access facility.

11. to support the development of economic enterprises within the Port that support the core role outlined in policy 10 above, and in particular, to support the development of environmental protection activities, including recycling operations.

3 Mixed Enterprise Areas

Objective
To provide locations for economic activities that require low-cost sites, while encouraging an urban form that supports transit and pedestrian activity.



Changes to Metropolitan Toronto's economy have reduced the need to separate many economic activities from residential uses. While some activities, particularly manufacturing and many recycling activities, continue to be sensitive to the proximity of residential and other land uses and require relative isolation and protection, many other economic activities are compatible with such land uses as residential or retail. These activities still require competitively priced space but would probably benefit from a location with a somewhat greater mix of uses than found in traditional industrial areas or areas designated strictly for office and commercial use. These areas, designated until now for a single use or a limited mix of uses (industrial areas, major shopping centres, and office parks), can be designated for a wider mix of uses supported by transit. This will help provide a range of location choices supportive of the full range of economic activities necessary for Metropolitan Toronto's economic health.

Policies
It is the policy of Council:

1. that Mixed Enterprise Areas:

a) allow a mix of economic activities (such as office, retail, light industry) and, subject to policy 1 (e) below, residential uses;

b) provide space for economic activities that cannot economically and/or functionally operate in Centres but are not incompatible by virtue of their operation with other economic or residential activities;

c) may be zoned in area municipal by-laws so as to act as buffers to Core Enterprise Areas by ensuring that the mix of uses is more specifically limited to offices, retail, and light industrial;

d) contain a distribution and density of land uses that encourages the use of transit. In this regard, Corridor development will be supported along arterial roads within and on the edge of Mixed Enterprise Areas, particularly existing

office parks and shopping centres, except where such areas abut Core Enterprise Areas;

e) permit residential uses where:

i) community services can be provided;

ii) a pedestrian realm can be created;

iii) adjacent industrial uses are compatible.

2. that Mixed Enterprise Areas, or their equivalent, be designated in the area municipal official plans according to the following criteria:

a) that they be oriented to the arterial road system so as to enable access to transit and the road network for the movement of goods and workers;

b) that they be identified where they may be used to buffer Core Enterprise Areas from residential or other incompatible activities;

c) that the amount of land identified, the density, and the types of uses permitted for Mixed Enterprise Areas be designed to complement rather than compete with Centres or a Mainstreet built form.

3. that roadway patterns and designs that support the provision of transit service be established in Mixed Enterprise Areas.

4. that office parks and major shopping centres on rapid transit be included in area municipal official plans as Mixed Enterprise Areas, or the equivalent terminology. Office parks should be limited to their existing boundaries while allowing a greater diversity of uses within them, and land uses within major shopping centres should be intensified to include a wider range of commercial and community activities, and to permit the introduction of residential activities.

4 Metropolitan Green Space System

4.1 General

Objective

To establish a Metropolitan Green Space System that contributes to the conservation of Metropolitan Toronto's natural resources; that provides people with a variety of leisure, recreational, and outdoor educational opportunities; and that enhances the physical form of the metropolitan structure.

The green spaces within Metropolitan Toronto are among the region's greatest assets. They provide the natural physical framework for the reurbanization strategy for the metropolitan structure.

Metropolitan Toronto's green spaces include a variety of publicly and privately owned lands: the extensive public landholdings within the valleys and along the shoreline, used for both conservation and compatible recreation uses; the area municipal parks and open spaces; private and public golf courses; institutional lands; and other green spaces. Many of these lands support natural heritage features, including wetlands, woodlands, and other core habitats. The Plan proposes an integrated Metropolitan Green Space System consisting of:

- Metropolitan Toronto parks, area municipal parks, Metropolitan Toronto and Region Conservation Authority lands and other public and quasi-public green spaces that

have ecological or recreational value, including institutional lands, cemeteries, schoolyards, and certain utility and rail corridors;

• privately owned green spaces with ecological or outdoor recreational value; for example, golf courses.

Policies
It is the policy of Council:

1. to promote an integrated Metropolitan Green Space System based on the valleys and stream corridors, the ravines, the waterfront, area municipal parks and open spaces, institutional lands, cemeteries, rail and utility corridors, golf courses, and other privately owned green spaces, through acquisition and other means.

2. to encourage initiatives by area municipalities and to seek the cooperation of public authorities and agencies who own lands described in policy 1 above, in support of an integrated Metropolitan Green Space System.

3. to support the retention in their existing use of privately owned lands that are used as green spaces, such as cemeteries, golf courses, and institutional lands; and to seek the cooperation of owners of such lands in support of an integrated Metropolitan Green Space System. Notwithstanding this policy, lands that remain in private ownership are not free and open to the general public.

4. to acquire lands and encourage the acquisition of land by local municipalities and other public agencies to complete the continuous Metropolitan Green Space System. The Metropolitan Toronto acquisition program should be directed:

a) to acquiring land to link the Principal Elements of the Metropolitan Green Space System, identified on Map 6, including the trail network;

b) to acquiring privately owned valley and contiguous table lands and shoreline lands to complement the Metropolitan Toronto and Region Conservation Authority's programs and policies for the acquisition of flood-prone and conservation lands. In particular, private golf courses situated within the valley systems occupy lands necessary for the achievement of flood control and water conservation objectives. In the event that these lands are considered for development for other uses, the Corporation shall support their purchase by the Metropolitan Toronto and Region Conservation Authority. In addition, the Corporation may directly acquire the balance of a golf course not purchased by the Metropolitan Toronto and Region Conservation Authority, or that the Authority is unable to purchase;

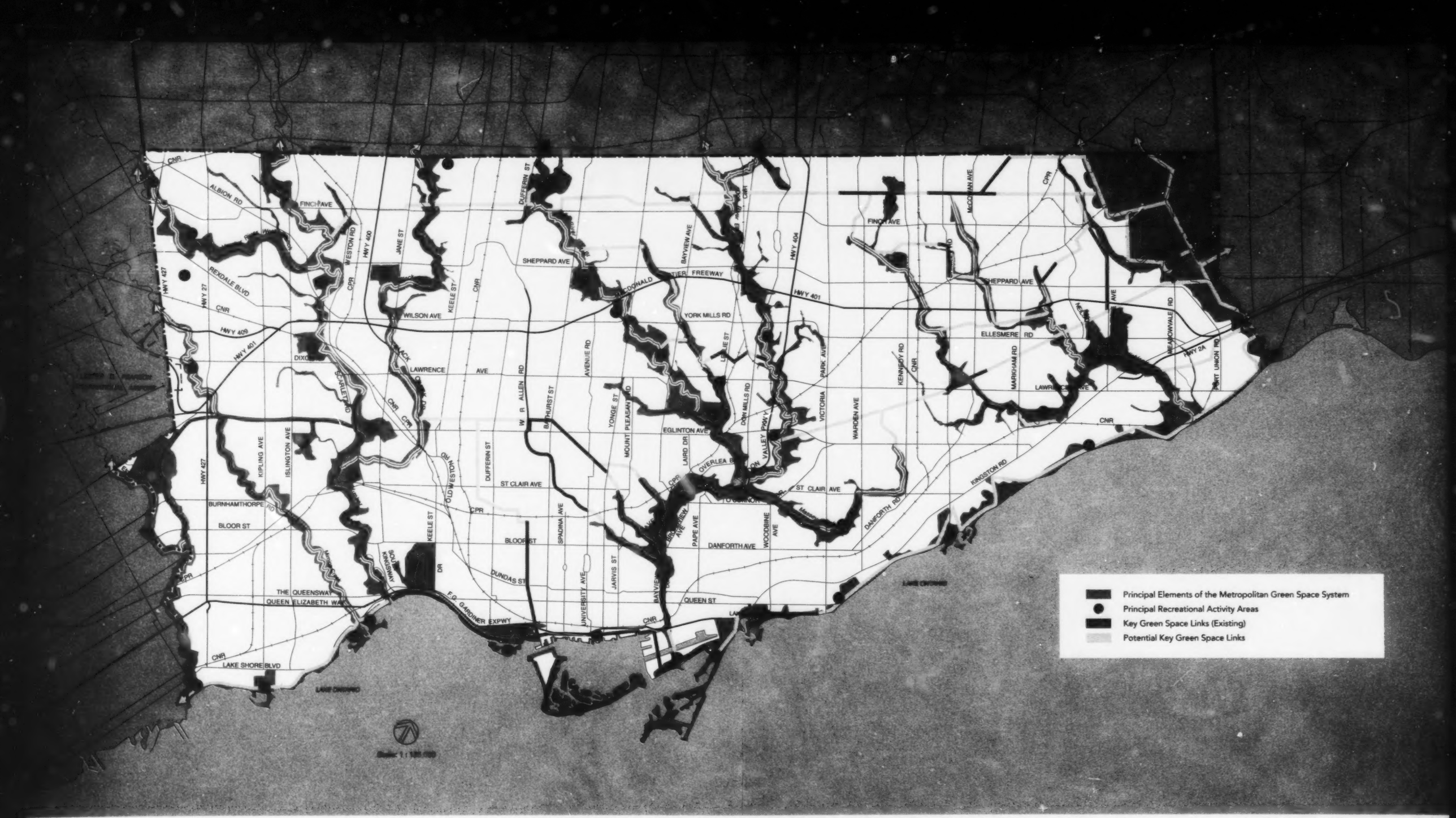
c) to protecting significant natural resources identified through the policies of Chapter 2, section 1.2.4;

d) to meeting the regional leisure and outdoor recreational needs of the metropolitan population.

5. to encourage area municipalities to acquire land for parks as provided for under the Planning Act, when such land is adjacent to an existing Metropolitan Toronto park or is required for regional parks. The land conveyed must be deemed suitable for parks by the area municipality and Metropolitan Toronto.

6. to encourage area municipalities to accept cash in lieu of land only if sufficient parkland already exists in a given location or if the land is not suitable for park use because of size,

Map 6 : **Principal Elements of the Metropolitan Green Space System**



Map 6 : **Principal Elements of the Metropolitan Green Space System**

configuration, or location, and to use cash received in this way only for parkland acquisition and park facility development.

7. to develop and promote private land stewardship programs in cooperation with area municipalities and the Metropolitan Toronto and Region Conservation Authority, and to support the use of any applicable land tax reduction programs.

8. to encourage the use of easements and other mechanisms to improve physical access to and physical connections between the elements of the Metropolitan Green Space System.

9. to support area municipal initiatives that provide local parks to complement and supplement the Metropolitan Toronto parks located within the Metropolitan Green Space System.

10. to pursue, in cooperation with the area municipalities, the provision of links among the elements of the Metropolitan Green Space System, in order to enhance the physical and visual continuity of the system; and in particular to pursue those links that:

a) support the protection and enhancement of significant natural resources and processes;

b) provide connections within and between the Principal Elements of the Metropolitan Green Space System, including links between the valley corridors and the waterfront and especially within the Key Green Space Links generally identified on Map 6;

c) provide connections between Principal Elements of the Metropolitan Green Space System and area municipal open space systems;

d) provide connections between Principal Elements of the Metropolitan Green Space System and Major Centres, Intermediate Centres, and Corridors in Metropolitan Toronto;

e) use the Metropolitan Toronto arterial right-of-way system to develop or enhance pedestrian and bicycle routes;

f) provide for the public use of underutilized open space corridors;

g) connect the Principal Elements of the Metropolitan Green Space System to a larger GTA-based green space system;

h) serve areas of Metropolitan Toronto that currently have less access to the Principal Elements of the Metropolitan Green Space System.

11. to seek the cooperation and participation of area municipalities and other agencies in pursuing the extension of the Metropolitan Toronto trail network, on the basis of the Metropolitan Green Space System and the Key Green Space Links, for walking, jogging, skiing, and cycling. In particular, Metropolitan Toronto shall, in cooperation with area municipalities and the Metropolitan Toronto and Region Conservation Authority, develop a recreational trail along the waterfront.

12. to promote the integrated planning and management of the resources of the Metropolitan Green Space System through the development of a plan and/or process, in partnership with the Metropolitan Toronto and Region Conservation Authority and area municipalities, to address:

a) the coordination of acquisition activities, partnership agreements, and stewardship initiatives and the identification of key opportunities to consolidate and link components of the Metropolitan Green Space System, particularly those links meeting the criteria in policy 10 above;

b) Metropolitan Toronto and area municipal trail network planning and implementation;

c) the integration of the Metropolitan Toronto and Region Conservation Authority, Metropolitan Toronto and area municipal parks planning initiatives, and other Metropolitan Toronto initiatives for the protection and regeneration of the natural resources within the Metropolitan Green Space System.

13. that significant natural resources within the Metropolitan Green Space System identified under Chapter 2, section 1.2.4, be protected through appropriate area municipal plan policies and designations, and the application of other protective legislative mechanisms.

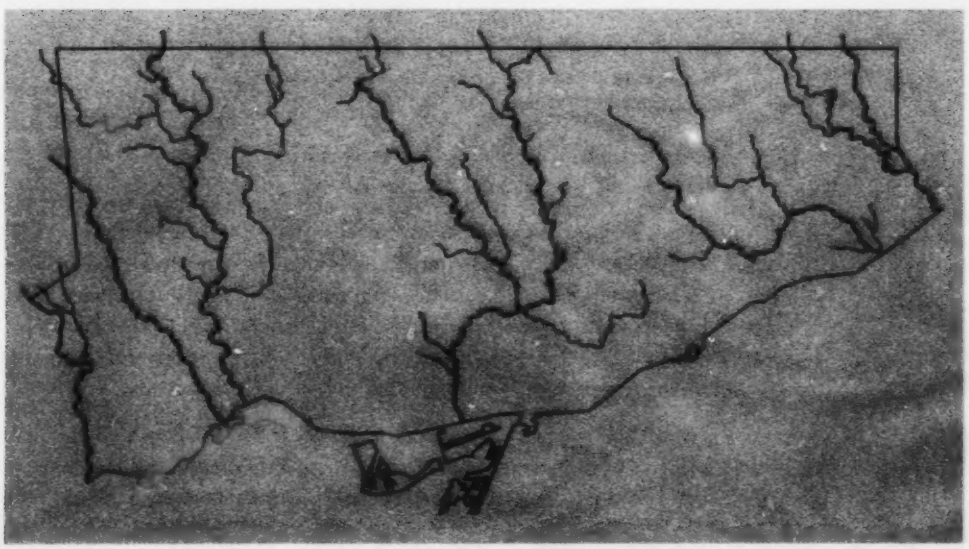
4.2 Principal Elements of the Metropolitan Green Space System

Objective

To promote the planning and management of the Principal Elements of the Metropolitan Green Space System and adjacent lands in a manner that protects and enhances the natural features and processes of the system, while allowing for compatible recreational and leisure activities.

The Principal Elements include the valley and stream corridors and ravine systems and some contiguous table lands; the bluff and shoreline areas along the waterfront; public and private lands containing many of the

Valley Corridors



region's significant natural heritage features, such as woodlands, wetlands, core wildlife and plant habitats, and other sensitive areas; and other green spaces that serve a regional recreational function.

These areas encompass a varied mosaic of ecological systems and play an important role in both physical processes (such as flood control and water conservation) and natural biotic processes (such as the growth of plant and animal communities). The management of these areas must respect and enhance these roles and ensure that natural features and processes are protected from incompatible activities.

At the same time these areas perform diverse recreational roles. Recreational functions range from passive recreational uses, reflecting the valley location of many of Metropolitan Toronto's parks, to highly specialized facilities such as the Metropolitan Toronto Zoo and Metropolitan Toronto Golf Courses.

Policies
It is the policy of Council:

1. that the Principal Elements of the Metropolitan Green Space System generally identified on Map 6 are the valley and stream corridors from crest to crest, wetlands, woodlands, shoreline areas, and significant natural resources identified through the policies of Chapter 2, section 1.2.4, as well as table land green spaces that perform a regional recreational role.

2. that, except as provided for under policies 10 and 11 below, the lands identified as Principal Elements be maintained primarily in a natural state, and that no development or land use be permitted except for compatible recreational uses (including the Metropolitan Toronto trail network), structures necessary for flood and erosion control, and essential public works where no other alternative is possible.

3. that, notwithstanding policy 2 above, no structures or undertakings be permitted that Council deems — after consideration of Chapter 2, sections 1.1.6.3 and 1.2.4, and in consultation with the Ministry of Natural Resources and the Metropolitan Toronto and Region Conservation Authority — would harm the sensitive natural features and processes of a Principal Element.

4. that Metropolitan Toronto parks, except in Principal Recreational Activity Areas, be restricted to those low-intensity recreational uses that require limited permanent structures; have low impact on flood control, water conservation practices, and flora and fauna; and are in keeping with the retention of the area in its natural state. In this regard, park planning should limit the extent of intensively groomed and structured landscapes and consider the use of natural surfaces when appropriate.

5. that Metropolitan Toronto and other appropriate authorities be encouraged to undertake planting programs and other initiatives aimed at:

a) re-establishing a natural landscape, including the re-introduction of native plant species;

b) improving soil permeability and the potential for groundwater recharge;

c) controlling erosion and improving water quality;

d) enhancing core habitats and connecting links between them, particularly east-west links and links between the waterfront and the valley corridors;

e) controlling where necessary public access to or use of sensitive natural areas.

6. that the sale or lease of lands identified as Principal Elements of the Metropolitan Green Space System that are owned by any government, Crown corporation, public board,commission, or agency, including the Corporation of Metropolitan Toronto, be discouraged, except where such transfer is in keeping with the objectives and policies of this section; for example, the transfer of valley lands from municipal to Metropolitan Toronto and Region Conservation Authority ownership.

7. that public access to the Principal Elements be provided, including:

a) barrier-free access to the Principal Elements of the Metropolitan Green Space System and to the public facilities within this system;

b) entranceways to Principal Elements of the Metropolitan Green Space System that are easily visible and close to public transit routes and stops, public streets, and, where deemed necessary, parking facilities;

c) clearly marked signage at entranceways and throughout the Principal Elements of the Metropolitan Green Space System, indicating adjacent streets and, where appropriate, regionally significant features;

d) careful design of access points to avoid any sensitive areas and to integrate with the surroundings.

8. that the Principal Elements of the Metropolitan Green Space System along Lake Ontario are also subject to the policies of the Metropolitan Waterfront Plan.

9. that, notwithstanding the other policies of this section, privately owned lands identified as Principal Elements — such as golf courses, institutional lands, and cemeteries — are permitted subject to the policies of Chapter 2, sections 1.1.6.3 and 1.2.4, where applicable. Landowners are encouraged to pursue initiatives such as planting to maintain or enhance the natural state.

10. to recognize locations within the Principal Elements that can provide recreational activity and to encourage the use of these locations — generally identified on Map 6 as Principal Recreational Activity Areas — for flexible, multiple, year-round recreational uses and facilities.

11. that the Principal Recreational Activity Areas owned or managed by Metropolitan Toronto should provide recreational facilities that meet identified needs and conform with Metropolitan Toronto's role as a provider of regional services.

12. to provide transit, bicycle, and pedestrian access to Principal Recreational Activity Areas and to ensure that:

a) such access is provided primarily from arterial streets; secondary entrances may also be provided for local community access by bicycle and on foot;

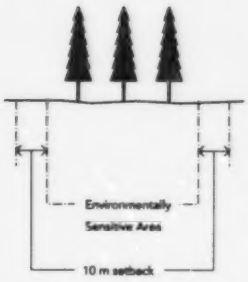
b) community access, where provided, is developed in cooperation with the area municipality;

c) Principal Recreational Activity Areas are served by frequent transit service.

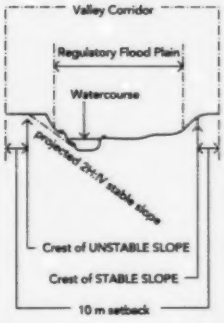
4.3 Development Adjacent to Principal Elements

Objective

To protect the Principal Elements from potential damage caused by adjacent development.



Environmentally Sensitive Area



Valley Corridor

Development adjacent to the Principal Elements of the Metropolitan Green Space System can harm the ecological integrity of natural features and processes. For example, on lands adjacent to the crest of the slope within valley corridors, development may cause slope instabilities and slumping, destruction of vegetation, or disruption of drainage patterns. The height, scale, and form of structures may also intrude on the enjoyment of the natural scenic resources. At the same time buildings adjacent to the Green Spaces can provide a clear edge and contribute to the spatial definition of the metropolitan structure.

Policies

It is the policy of Council:

1. to ensure that any change in land use or any proposed development adjacent to the Principal Elements of the Metropolitan Green Space System:

a) avoids degradation and assists in the conservation and rehabilitation of the natural features and processes of the area, in accordance with the policies of Chapter 2, sections 1.1.6.3 and 1.2.4;

b) creates a physical edge that is compatible with the adjacent Principal Elements of the Metropolitan Green Space System. Aspects to be considered are building height, scale, setback, orientation, and visual impact; the impact of the proposed development on the microclimatic conditions of the adjacent Principal Element; and its impact on the visual or physical public access to the Principal Element.

2. that area municipal plans should require that in general, development, including accessory structures such as swimming pools and parking structures, be set back:

a) a minimum of 10 metres from the crest of stable valley and ravine slopes;

b) a minimum of 10 metres from a projected stable slope crest, where an unstable valley slope exists;

c) a minimum of 10 metres from waterfront hazard lands as defined within the Waterfront Plan;

d) a minimum of 10 metres from the edge of wetlands, woodlands, and other environmentally sensitive areas within or adjacent to the Principal Elements of the Metropolitan Green Space System.

3. that setbacks greater than those specified in policy 2 above may be required for new development by area municipalities, if such measures are determined — through consideration of policies in Chapter 2, sections 1.1.6.3 and 1.2.4, and through consultation with the Metropolitan Toronto and Region Conservation Authority — to be necessary to prevent erosion and slope instabilities, to protect the environmental integrity of the natural features and processes, or to minimize visual impact.

4. to encourage indigenous tree plantings as a buffer between adjacent new development and the crest of valleys and ravines.

5 Transportation

Metropolitan Toronto is responsible for the Metropolitan Toronto transportation system, which includes rapid transit (subway, Scarborough Rapid Transit, and light rail transit), surface transit (streetcars and

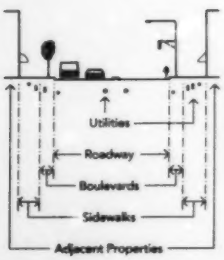
buses), special transit services (transit for disabled people), and metropolitan expressways, primary arterial streets, and arterial streets. Metropolitan Toronto is also responsible for licensing taxicabs and has a shared responsibility for parking, pedestrian, and bicycle facilities. Integration of these components of the transportation system with one another and with transportation systems of other jurisdictions enables the mobility needs of people, goods, and services to be met within Metropolitan Toronto and across the Greater Toronto Area.

Investment in the transportation system is a key element of the reurbanization strategy of this Plan and in the achievement of its objectives for a healthy environment, economic vitality, and social well-being. Not only must the Metropolitan Toronto transportation system meet mobility needs, but it must do so in a manner consistent with these objectives.

5.1 Providing a Basic Transportation Network

Objective

To protect corridors for future elements of the Metropolitan Toronto transportation infrastructure, and to implement improvements to that infrastructure, in order to support the proposed metropolitan structure of Centres and Corridors and to provide a high-quality environment for the effective movement of people, goods, and services.



Street Components

Land use and the transportation system are interdependent. The pattern and density of land use dictate the configuration and required capacity of the transportation system. At the same time, investment in the transportation system can be used to guide development towards the proposed metropolitan structure. A major emphasis in the reurbanization strategy of this Plan is the encouragement of an urban structure, consisting of Centres and Corridors, that supports the use of transit, cycling, and walking. The transportation infrastructure of Metropolitan Toronto, particularly the rapid transit system, must be oriented towards achieving the desired metropolitan structure and must be consistent with the principles of reurbanization.

The key elements of the physical transportation infrastructure in Metropolitan Toronto are the rapid transit system and the Metropolitan Toronto street system. Around these elements, transportation services are structured, including surface transit services, facilities and amenities for walking and cycling, and provision for high-occupancy and other automobiles and for commercial vehicles. It is necessary to anticipate probable future infrastructure needs by designating rapid transit and street networks. Lands in the Scarborough transportation corridor are also protected for potential future facilities.

Expansion of the rapid transit network to support the proposed metropolitan structure and to provide greater coverage of Metropolitan Toronto is a high priority; it will increase the attractiveness of transit as an alternative to the automobile for a wider range of trip origins, destinations, and purposes. At the same time, the street network must be improved since it remains critical to economic vitality, accommodating the movement of goods, people, and services in a variety of modes, including public transit.

Moreover, opportunities to implement new transit and street facilities are becoming increasingly difficult to find because of physical, financial, and environmental constraints. It is therefore necessary to pursue the management of demand for various times, frequencies, and modes of travel to make the most efficient use of existing transportation facilities and services and limit the need for new facilities.

Policies

It is the policy of Council:

1. to improve the rapid transit system, as a high priority, by:

a) implementing the network of rapid transit facilities identified on Map 3, subject to approval following the relevant environmental assessment studies. The timing and phasing of individual projects will be determined by Council in accordance with overall priorities;

b) utilizing the rapid transit technology for each facility that achieves the best balance between a number of factors, including cost-effectiveness, meeting forecast travel demand, maximizing user convenience, and minimizing environmental impact;

c) pursuing, as an interim strategy pending the approval and construction of the rapid transit facilities shown on Map 3, the enhancement of surface transit to serve the Major Centres, Intermediate Centres, and Corridors;

d) investigating the potential for increased use of existing rail corridors within Metropolitan Toronto for rapid transit.

2. to improve the Metropolitan Toronto street system by:

a) implementing the street network shown on Map 7, subject to approval following the relevant environmental assessment studies. The timing of individual projects will be determined by Council in accordance with overall priorities;

b) securing the street rights-of-way shown on Map 8, recognizing that these rights-of-way will be achieved over time and that they must accommodate the movement of vehicles, bicycles, and pedestrians, as well as utilities, streetscaping, and other uses;

c) extending and widening Metropolitan Toronto streets as necessary within the limits established by Map 8, but recognizing that along streets shown as potential Mainstreets on Map 4, emphasis in allocating right-of-way to the various uses be given to enhancing or maintaining provisions for pedestrian or bicycle movement, for streetscape improvements, or for other amenities;

d) protecting the quality of the existing pedestrian environment. In particular, when setbacks from a Metropolitan Toronto street or land dedication are obtained through the development approval process for the purpose of improving the pedestrian environment, such lands shall be protected for pedestrian uses;

e) giving a high priority to preventive and restorative maintenance and rehabilitation of the Metropolitan Toronto street system to ensure that it can be used safely and efficiently.

3. to secure and protect the Scarborough transportation corridor, as shown on Map 7, for future transportation purposes consistent with the objectives of this Plan and specified through amendment of the Plan; and to permit alternative interim use of this corridor, provided that such uses would not prejudice the timely

implementation of future transportation facilities and would be consistent with relevant official plans and zoning by-laws.

4. to ensure that high levels of safety, comfort, convenience, visual impression, and design quality for pedestrians, cyclists, and other users of the Metropolitan Toronto transportation system are achieved by:

a) preparing, in cooperation with the area municipalities, Metropolitan Toronto Streetscape Guidelines with the objective of enhancing the rights-of-way and edge conditions of Metropolitan Toronto transportation facilities;

b) identifying priority areas in the Metropolitan Toronto Streetscape Guidelines for the implementation of streetscape improvements, including Centres and Corridors, metropolitan and local streets providing links to Centres, Corridors, and the Metropolitan Green Space System, and other regionally significant locations, including Areas of Special Regional Identity;

c) implementing streetscape improvements in accordance with the Metropolitan Toronto Streetscape Guidelines and in conjunction with capital works projects and through the development approval process, providing where reasonably possible:

i) adequate sidewalk widths;

ii) adequate lighting, with particular emphasis on pedestrian-scale lighting;

iii) trees and other plantings;

iv) seating;

v) bicycle parking facilities;

vi) pedestrian crossovers or traffic signals where required;

vii) information signage for all users of the transportation system, including pedestrians and cyclists;

viii) design features to provide protection from the weather;

ix) special design treatments in priority areas as identified in the Metropolitan Toronto Streetscape Guidelines.

5. to encourage the area municipalities, consistent with policy 4 above, to pursue opportunities to enhance the edge conditions of Metropolitan Toronto transportation facilities, in particular through the approval process for lands adjacent to these facilities, including:

a) enhancing the visual quality of the rights-of-way and edge conditions of streets under their jurisdiction to complement enhancements to the Metropolitan Toronto streetscapes;

b) generally discouraging reverse lot frontages along Metropolitan Toronto arterial streets;

c) discouraging the implementation of new surface parking lots adjacent to transportation facilities, and encouraging the visual buffering and the phasing out over time of existing lots;

d) encouraging, where parking facilities must practically be provided adjacent to transportation facilities as in the case of commuter parking facilities, the use of parking structures combined with street-related activities and/or the use of visual buffering;

e) encouraging built forms for adjacent developments that support pedestrian activity within the pedestrian elements of the right-of-way, including the provision of:

Map 7 : **Metropolitan Toronto Street System**

Map 7 : **Metropolitan Toronto Street System**

i) street-edge buildings compatible in their height, scale, and massing to the width of the adjacent street;

ii) grade-related pedestrian-oriented uses in areas of high pedestrian use in Centres and Corridors;

iii) building heights and massings that maximize sun penetration and minimize wind effects within the adjacent pedestrian space of the street rights-of-way;

iv) primary building entrances facing the street and providing direct at-grade pedestrian access;

v) parking facilities at the rear of or below the grade of the proposed development.

6. to encourage the provincial government to pursue all opportunities to enhance the visual quality of the rights-of-way and edge conditions of transportation facilities under its jurisdiction.

7. that, in light of the natural heritage features in the Rouge Valley area, the rights-of-way for the Finch Avenue extension east of Morningside Avenue and the improvement of Meadowvale Road north of existing Finch Avenue be protected until all necessary approvals have been secured for cross-boundary transit improvements that will have the effect of moving more people than would be accommodated if these road projects were constructed.

5.2 Coordinating Travel Demand and Transportation Supply

Objective

To manage and coordinate travel demand and transportation supply to ensure that a high level of mobility for people, goods, and services is

Travel Targets

To reduce vehicle use in peak-period trips from an average of 5.6 kilometres/person-trip to 4.4 kilometres/person-trip, achievement of the following specific targets by the year 2011 will be sought.

1. An average increase in non-automobile travel from 40 per cent (1986) to 50 per cent for peak-period trips to, from, and within Metropolitan Toronto through the following specific increases:

- from 62 per cent to 75 per cent for trips to, from, and within the Central Area;
- from 35 per cent to 60 per cent for trips to, from, and within the Major Centres;
- from 19 per cent to 35 per cent for trips crossing the Metropolitan Toronto boundary;
- from 40 per cent to 50 per cent for other trips within Metropolitan Toronto.

These include an average increase from 5 per cent (1986) to 10 per cent in walking and cycling trips to, from, and within the Central Area and Major Centres between May and October.

2. An average increase in automobile occupancy from 1.19 persons (1986) to 1.25 persons for peak-period trips to, from, and within Metropolitan Toronto.

3. An average decrease in the average length of peak-period trips within Metropolitan Toronto.

4. An overall reduction in the proportion of peak-period trips occurring during the peak hour.

maintained while minimizing the use of the automobile.

The coordination or balancing of travel demand and transportation supply attempts to ensure that adequate transportation capacity is available to accommodate, at an acceptable level of service, the demand for movement of people, goods, and services. In the past, the emphasis has been on increasing the supply to meet observed and projected travel demand. However, it is becoming increasingly desirable and necessary to pursue the management of travel demand, while avoiding undesirable constraints on mobility.

Demand management helps to meet the healthy environment objectives of reducing energy consumption and the emission of pollutants associated with automobile use. A reduction in vehicle-kilometres of travel per person-trip should be pursued by promoting and facilitating transit use, walking and cycling, increased automobile occupancy, and shorter trips.

Policies
It is the policy of Council:

1. to use the travel targets as a means to assess the progress made in meeting the Plan's objectives.

2. to require the development of multi-modal transportation plans, as part of the secondary plans provided for in policy 2 of Chapter 2, section 2.2, for all Major and Intermediate Centres and for other areas as appropriate. Such plans should include suitable policies with respect to the timing of development in conjunction with the implementation of required transportation system improvements, parking policies and standards, and a travel demand management strategy to ensure that travel demand and transportation supply are kept in balance over time.

3. that the parking policies and standards referred to in policy 2 above, as well as those contained in area municipal official plans and zoning by-laws, shall support, through the use of maximum parking standards, an emphasis on the use of transit, walking, and cycling. In general, such policies and standards shall:

a) be related to the proximity and level of public transit service;

b) reflect the area's objectives for reducing automobile use and increasing auto occupancy, recognizing that initial parking standards may be higher but shall be reduced over time in conjunction with improvements to transit service;

c) provide for preferential treatment of vehicles operated by or for those with personal mobility constraints;

d) provide for preferential treatment of high-occupancy vehicles;

e) utilize suitable opportunities for shared-use parking;

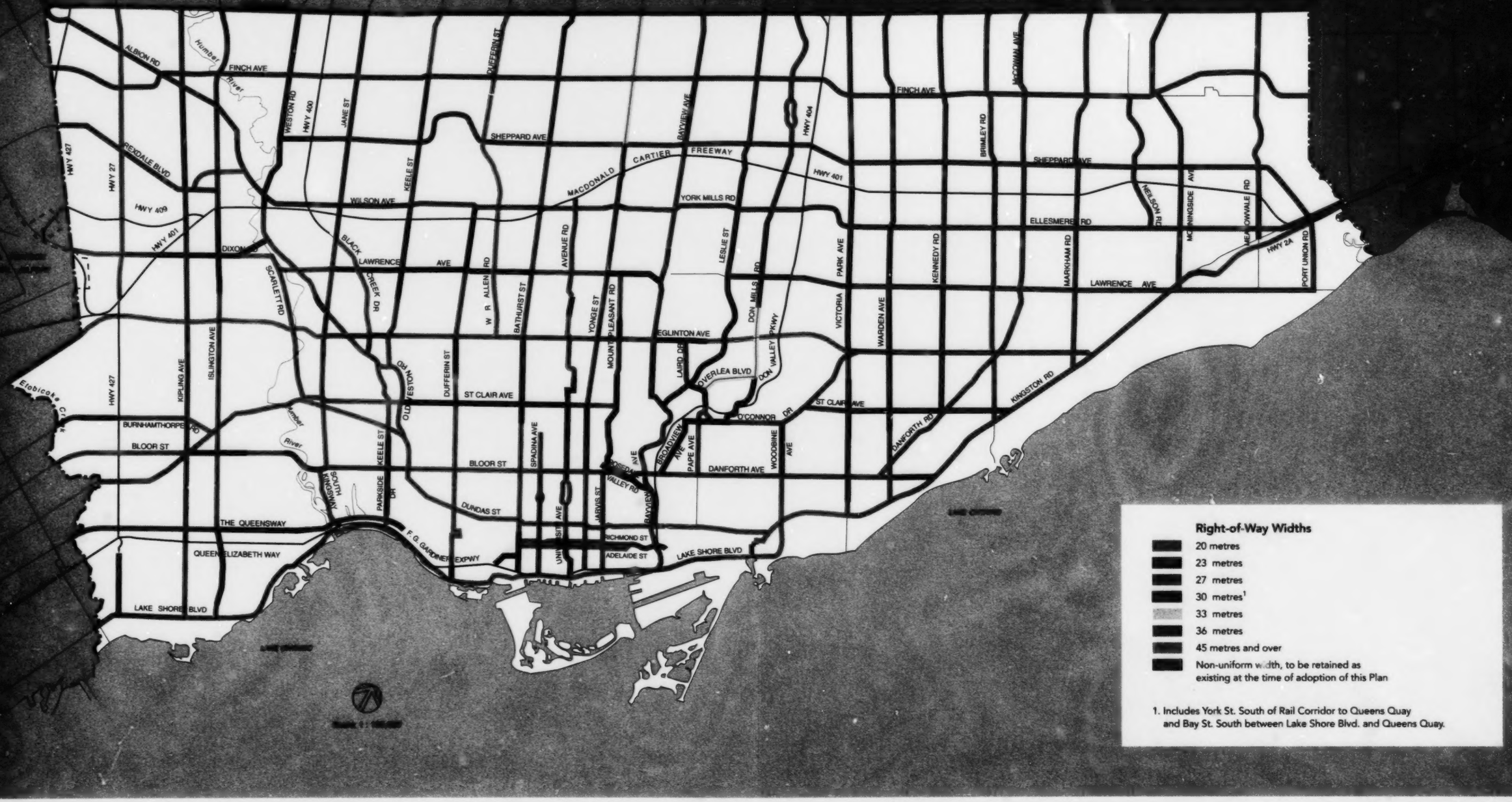
f) recognize existing and anticipated future capacity constraints on the Metropolitan Toronto street system;

g) recognize demonstrated requirements for short-term and long-term parking and provide for differing treatment as appropriate;

h) support the provision of off-street parking facilities to replace existing on-street parking;

i) provide for suitable and convenient off-street facilities for commercial vehicle loading and unloading, and for courier and other deliveries.

Map 8 : **Metropolitan Toronto Arterial Street System: Rights-of-Way**



Map 8 : **Metropolitan Toronto Arterial Street System: Rights-of-Way**

4. to coordinate, support, or promote, as appropriate, the management of travel demand through:

a) inclusion of a suitable travel demand management strategy in all area municipal official plans within and adjacent to Metropolitan Toronto;

b) support of land-use and transportation initiatives that encourage travel in the off-peak directions and outside the peak periods;

c) formation of transportation management associations;

d) other travel demand management initiatives consistent with the objectives of this Plan.

5. to support development proposals from a transportation perspective, when it can be demonstrated to Council's satisfaction that the following criteria have been met or will be met, or when the area municipality is working towards meeting these criteria through the implementation of a multi-modal transportation plan as described in policy 2 above:

a) that the travel demand generated by the proposal not be unmanageable, after consideration of transportation system improvements and travel demand management initiatives to be secured in conjunction with the proposal;

b) that the proposal incorporate a suitable travel demand management strategy, including all reasonable measures to facilitate and promote the use of high-occupancy vehicles (including public transit), cycling, and walking for trips to and from the site;

c) that any parking provided in conjunction with the proposal be consistent with policy 3 above;

d) that the developer has agreed to provide or to contribute to the provision of transportation system or service improvements or travel demand management initiatives, in accordance with the need for these improvements created by the proposal;

e) that the developer has agreed to make all reasonable provisions to protect land for future transportation system improvements identified in this Plan or being studied by Council;

f) that the development can and will be successfully integrated with the Metropolitan Toronto street and transit systems with respect to vehicular and pedestrian access, connections to the transit system, and the provision or accommodation on site of transit stations and related facilities and services;

g) that the development be phased as necessary in conjunction with the implementation of transportation system and service improvements and travel demand management initiatives, to ensure that travel demand and transportation supply are kept in balance over time.

5.3 Making Transportation Services Accessible

Objective
To ensure that residents and workers in Metropolitan Toronto, regardless of personal abilities or limitations, have equitable access to a range of transportation services, including public transit, so that they can satisfy all reasonable mobility needs.

In order for society to benefit from transportation services, these services not only must satisfy mobility needs but also must be accessible on an equitable basis to all who need to use them.

It is essential, in the interest of achieving the objectives of this Plan with respect to

social well-being, that all Metropolitan Toronto residents and those employed or engaged in other activities within Metropolitan Toronto, whatever their abilities or limitations, have access to transportation services to the extent required to meet all reasonable mobility needs.

Accessibility Targets

Achievement of the following targets by the year 2011 will be sought:

1. A level of service that ensures that 95 per cent of all places of residence and employment within Metropolitan Toronto are within 15 minutes of public transit during peak periods and within 30 minutes during the remainder of the 24-hour day, based on walk and wait time.
2. Accessibility of the public transit system to all potential users, regardless of personal abilities or limitations, such that 95 per cent of all person-trips can be accommodated on conventional transit services and 100 per cent accommodated on a combination of conventional and special transit services.

Policies

It is the policy of Council:

1. to use the accessibility targets to assess progress towards achievement of the Plan's objectives.

2. to provide a basic level of public transit service to all places of residence, employment, and other activity within Metropolitan Toronto 24 hours a day.

3. to promote the best possible physical and visual integration of transit stations and entrances with adjacent development and with the street, including the provision of facilities (such as elevators) to assist those with personal mobility limitations.

4. to ensure that, where feasible, new public transit facilities and vehicles are designed to be accessible to all potential users.

5. to modify, as soon as possible, key rapid transit stations to make them accessible to all potential users, and to make remaining stations accessible in the future through connections with new developments or through station renovation.

6. to ensure that information required by individuals to use the public transit system is available to all potential users, regardless of their level of literacy or sensory abilities.

7. to supplement the conventional public transit system with specialized services, as required, to ensure that all reasonable mobility needs within Metropolitan Toronto can be met, regardless of the abilities or limitations of potential users.

8. to improve the Metropolitan Toronto street system to provide access to the system from those areas of Metropolitan Toronto that do not now have convenient access.

9. to support the provision of reserved parking spaces in preferential locations for the use of those with personal mobility constraints.

5.4 Providing Effective and Efficient Transportation Services

Objective

To provide effective, integrated transportation services to move people, goods, and services quickly, conveniently, and reliably, in a manner that makes efficient use of existing and future transportation infrastructure.

An effective transportation system is one that provides choice in meeting transportation needs in a convenient, quick, and reliable manner. Integration of the different modes of travel provides the widest possible range of travel options.

In the past, the primary emphasis in achieving system efficiency has been on moving the greatest number of vehicles along streets and through intersections. In view of the physical, financial, and environmental constraints on expansion of the transportation system, it has become necessary to emphasize the efficient movement of people and goods rather than of vehicles; this emphasis includes measures to promote and facilitate the use of high-occupancy vehicles, including public transit.

Surface transit complements the rapid transit system in guiding development towards the proposed metropolitan structure. It can provide effective, flexible service for corridors not conveniently served by rapid transit. Surface transit operations must be enhanced to provide a high level of service to Centres, Corridors, and Core Enterprise Areas and to act as an effective feeder service for rapid transit and commuter rail services.

In recognition of the environmental and energy benefits associated with increasing the proportion of trips on foot and by bicycle, facilities and amenities to promote these modes of travel should be supported and pursued where practical and safe.

There is increasing competition for the use of available street right-of-way between the movement of vehicles, bicycles, and pedestrians and other uses such as parking and loading, property access, streetscaping, and utilities. The allocation of space to these competing functions must be rationalized to ensure that the ability of the street system to move people, goods, and services effectively, efficiently, and safely is not unnecessarily compromised; at the same time, the objectives of this Plan regarding the environmental and pedestrian quality of the streetscape must be recognized.

Improvements to the Metropolitan Toronto transportation system need not be limited to those oriented to more effective movement. Physical and operational modifications to the transportation system to increase safety, promote and support pedestrian and bicycle use, reduce noise, and achieve other environmental and social objectives should also be pursued, with due consideration being given to the resulting impact on system effectiveness and efficiency.

Service Targets

Achievement of the following targets by the year 2011 will be sought:

1. An increase in the proportion of peak-period trips by transit within Metropolitan Toronto that are completed within 20 minutes from 32 per cent to 35 per cent, in the proportion completed within 40 minutes from 71 per cent to 75 per cent, and in the proportion completed within 60 minutes from 92 per cent to 95 per cent.
2. A 90-per-cent satisfaction rating with respect to transit reliability, convenience, and safety.
3. No increase in the average travel time associated with the movement of people, goods, and services on the Metropolitan Toronto street system.

Policies

It is the policy of Council:

1. to use the service targets to assess progress in achieving the Plan's objectives.

2. to enhance surface transit service by:

a) recognizing the desirability of enhanced standards of surface transit service to serve the Centres, Corridors, and Core Enterprise Areas identified on Maps 3, 4, and 5;

b) rationalizing routes and adjusting headways to respond to demand and to provide an effective feeder service for rapid transit and commuter rail services;

c) pursuing specialized transit initiatives (such as express services) to enhance the attractiveness of public transit for travel needs not met by conventional transit services.

3. to protect and improve the ability of the Metropolitan Toronto street system to accommodate the movement of people, goods, and services while recognizing the other objectives of this Plan.

4. to pursue improvements to the Metropolitan Toronto street system that will enhance the movement of people and goods rather than the movement of vehicles through:

a) phased implementation, as is practical and beneficial, of a network of high-occupancy vehicle lanes on Metropolitan Toronto streets;

b) consideration of all future additional lanes on Metropolitan Toronto streets for the use of high-occupancy vehicles in the context of the network mentioned in policy 4 (a) above;

c) promotion and support of high-occupancy vehicle lanes on area municipal streets to complement those on Metropolitan Toronto streets;

d) providing and supporting the provision by others of ancillary facilities and services (such as lots for car-pool and van-pool formation, reserved parking spaces, and ride-share coordination services) to facilitate and promote the use of high-occupancy vehicles;

e) implementation of operational improvements that would enhance the movement of high-occupancy vehicles (such as traffic signal priority or pre-emption and reserved-use lanes), where practical and where the safety of other street users would not be decreased.

5. to implement a congestion management program to enhance the operation of the Metropolitan Toronto street system for the movement of people, goods, and services. Such a program should include consideration of

intersection improvements, parking and commercial vehicle loading restrictions, one-way streets, signal system improvements, driver information systems, enhanced enforcement of traffic regulations, and other measures.

6. to implement a curb-space management program to rationalize the use of Metropolitan Toronto streets for vehicular movement, public transit operations, parking, loading and unloading, deliveries, and other activities while recognizing the primary importance of the Metropolitan Toronto street system for the movement of people, goods, and services.

7. to support physical and operational improvements to the area municipal street systems to complement the Metropolitan Toronto street system, insofar as specific improvement projects are consistent with other objectives of this Plan and of Council and are compatible with the existing Metropolitan Toronto street system and with planned improvements to the system.

8. to provide and support the provision by others of facilities and other amenities to encourage cycling and walking as alternatives to the automobile, including:

a) a system of bicycle routes utilizing the Metropolitan Green Space System, utility corridors, area municipal streets, Metropolitan Toronto streets, and other opportunities, where practical and safe;

b) protected bicycle storage areas at rapid transit stations, at places of employment, and at educational, institutional, cultural, and shopping locations;

c) shower and change facilities at places of employment and educational institutions;

d) safe, convenient, and attractive pedestrian ways utilizing street rights-of-way, the Metropolitan Green Space System, and other appropriate opportunities;

e) convenient and weather-protected pedestrian access to rapid transit stations from nearby buildings.

9. to pursue the implementation of inter-modal transportation terminals and other interchange facilities to connect the public transit system with GO Transit and other municipal transit systems, and to connect transit services with automobiles by means of commuter parking and pick-up/drop-off facilities.

10. to provide and support the provision by others of commuter parking and pick-up/drop-off facilities that promote and facilitate maximum use of transit. In particular, such facilities may:

a) provide convenient access to rapid transit and commuter rail services;

b) be as close as possible to commuter trip origins, with particular emphasis on the terminal stations of the rapid transit and commuter rail services;

c) provide for preferential treatment of vehicles operated by or for those with personal mobility constraints;

d) provide for preferential treatment of high-occupancy vehicles;

e) emphasize, without compromising the achievement of other objectives of the Plan, the use of utility corridors, surplus lands, or other suitable opportunities, including integration or sharing with private development;

f) be sized and priced to achieve the best possible balance between attracting new transit users, supporting the use of surface transit feeder services, minimizing the use of local

streets and private parking lots for commuter parking, and meeting operating costs.

11. to recognize, in the context of the economic vitality objectives of the Plan, the importance of quick, convenient, and reliable goods movement in planning improvements to the transportation system, in the identification of priorities for implementation, and in the evaluation of changes to the design and operation of the Metropolitan Toronto street system.

12. to investigate and pursue opportunities to use other modes of travel (including water-borne transportation) to better accommodate the mobility needs of people, goods, and services.

6 Utilities

Utilities include water, sanitary sewer and stormwater systems, and hydro, gas, and communications facilities. Metropolitan Toronto's responsibility in water pollution control is in the protection of surface water and groundwater, the collection and treatment of sewage, and the coordination of stormwater drainage. Metropolitan Toronto is responsible for water supply to Metropolitan Toronto and, by agreement, to a portion of the Region of York.

Investment in the servicing infrastructure is crucial to the achievement of a healthy environment, through its direct impact on the quality of Metropolitan Toronto's water resources and, more broadly, as it supports the proposed metropolitan structure.

6.1 Servicing Infrastructure Capacity

Objective
To provide sewage and water infrastructure to efficiently support and meet the needs of the targeted population and the reurbanization objectives of this Plan.

Expansion of the servicing infrastructure will be necessary to accommodate reurbanization within Corridors and Centres, and over the long term to accommodate the targeted population growth.

Policies
It is the policy of Council:

1. that water and sewage capacity will be provided to serve a population of 3.0 million by the year 2011, through necessary expansions to existing facilities, trunk sewers, and water mains.

2. to give priority in the provision of added capacity to the servicing of Centres and Corridors.

3. to support the area municipalities in giving priority in the allocation of existing water and sewage capacity to the development of Centres and Corridors and other reurbanization proposals in conformity with the policies of this Plan.

4. to seek the cooperation of area municipalities in separating stormwater flows from sanitary sewage flows, in order to reduce the flow into the existing treatment plants after storms, thus reducing the peak overloading of such facilities. In the interim, temporary relief measures will be undertaken to provide limited additional water and sewage servicing.

5. to expand the existing infrastructure where required to serve the Centres and Corridors identified on Maps 3 and 4, as well as Corridors designated in area municipal plans in accordance with the policies of this Plan.

6. to promote efficient use of water in new and existing developments in order to make the best possible use of existing infrastructure.

7. to require that development proceed in accordance with the availability of sanitary sewage transmission and treatment facilities.

6.2 Servicing Infrastructure Improvements

Objective

To improve the water quality for human use and enjoyment and as an essential element of life within the ecosystem.

Parts of the servicing infrastructure in Metropolitan Toronto have been in place for a very long time. Although its operation currently meets the existing requirements of the Ministry of the Environment, infrastructure changes are required to meet this Plan's objective of reducing the amount of pollutants entering watercourses and Lake Ontario.

Policies

It is the policy of Council:

1. to bring water quality near the shore of Lake Ontario to swimmable standards throughout the summer by the year 2000, by undertaking infrastructure improvements to reduce the amount of untreated urban runoff and waste water discharge. Such improvements shall include a construction program aimed at separating combined sewers, improving the detention capacity for combined sewage, and reducing plant bypassing through detention and treatment.

2. to improve the performance of the existing sewage treatment plants to ensure that the effluent quality meets or exceeds existing and anticipated provincial and federal legislated requirements under, for example, the Municipal-Industrial Strategy for Abatement (MISA) of the Ontario Ministry of the Environment.

3. to examine the possible conversion of the North Toronto Treatment Plant to a stormwater treatment facility.

6.3 Hydro, Gas, Oil, and Communications Facilities

Objective

To encourage the development of hydro, gas, oil, and communications facilities in such a way as to minimize visual impact, the impact on the natural environment, and disruption to existing communities.

The location of hydro, gas, oil, and communications facilities can damage sensitive natural features, and can have significant visual impact and a disruptive effect on the communities in which they are constructed. This is particularly true in Metropolitan Toronto because most of its communities are built up and have little space for new corridors.

Policies

It is the policy of Council:

1. that major hydroelectric power, gas, oil, and communications lines traversing Metropolitan

Toronto be constructed, maintained, and operated as follows:

a) that lines be located so as to serve in an orderly and economic manner those areas they are intended to serve;

b) that lines be located in such a manner as to minimize their impact on people, on the adjacent uses of land, and on the natural environment.

2. that land and buildings owned by Ontario Hydro and used for executive, administrative, or retail purposes or held under licence from Ontario Hydro, and any other undertakings of Ontario Hydro that have not been approved under the Environmental Assessment Act, be subject to the policies of this Plan.

3. that existing electric power facilities and other utility facilities approved under the Environmental Assessment Act not be subject to policies of this Plan.

4. that with the exception of the facilities noted in policy 3 above, all hydroelectric power and other utility and communications facilities be constructed, maintained, and operated according to the following criteria:

a) that Metropolitan Toronto and the area municipalities be consulted respecting the crossing of their streets;

b) that ancillary aboveground facilities be architecturally and visually harmonious with the surrounding area to the extent possible and to the satisfaction of Metropolitan Toronto and the area municipality;

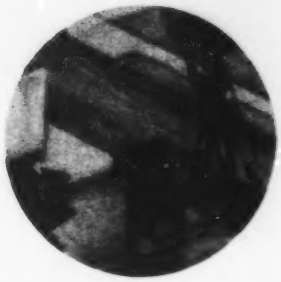
c) that any odour, noise, or emission from a facility be abated to the extent practical and to a level acceptable to Metropolitan Toronto and the affected area municipality;

d) that facilities be located so as to avoid Principal Elements of the Metropolitan Green Space System.

5. to seek the cooperation of corporations and commissions responsible for the regulation, transmission, and delivery of hydro, gas, oil, and communications within Metropolitan Toronto in planning the future extension, staging, and upgrading of their systems in order to implement the policies in this Plan and area municipal official plans.

6. to encourage, where feasible, the multiple use of utility corridors, including their use as links between Principal Elements of the Metropolitan Green Space System.

CHAPTER 4



Implementation

The implementation of the policies in the Official Plan can be achieved through several key mechanisms, including:

- decisions made by Metropolitan Toronto and the area municipalities on applications made under the Planning Act and other relevant legislation;

- capital works investment in the metropolitan structure, including transportation and servicing infrastructure;

- the management and operational practices of the Corporation of Metropolitan Toronto as they apply to physical facilities and services;

- cooperative efforts with agencies and other stakeholders;

- research and monitoring activities.

Using these implementation mechanisms presents a number of challenges. Perhaps the most significant is the need to clarify the roles and the responsibilities of Metropolitan Toronto, the area municipalities, and other participants in the planning process.

Principles

The implementation strategies reflect the four principles of cooperation, collaboration, coordination, and commitment.

The Plan's policies apply to many activities of the Corporation of Metropolitan Toronto, and therefore will require coordination among many departments for successful implementation. The coordination of planning initiatives will also extend to other levels of government, the various agencies, boards, and commissions, the development industry, and the general public. Some statutes require conformity in certain matters, but approaches that emphasize cooperation, coordination, and consensus-building are preferred.

Commitment to the Plan's policies requires that adequate financial resources be available

to effectively implement the directions and strategies set out here. A commitment to the vision of a liveable metropolis, as presented in this Plan, by all levels of government, the private sector, and the public will be important to the Plan's success.

Goal

To maximize the effective use of the human, financial, and capital resources available to the Corporation and to other participants in Plan implementation.

1 General Planning Process

Objective

To establish a metropolitan planning process that is clear, reliable, and effective and in which Metropolitan Toronto and the area municipalities fulfil distinct but mutually supportive roles.

The term "planning" can refer to either of two types of planning: development control or long-range structure planning. Development control is the site-specific review of the future functioning and appearance of a particular development proposal: its massing and design, the traffic generation and parking implications, and the multitude of details important to integrating a proposal into an existing situation.

The other type of planning is long-range structure planning. This type of planning addresses the major structural elements of a metropolis: transit facilities, a linked parks system, overall environmental integrity, the broad distribution of housing and employment, and the mix of human service facilities in the community.

The Metropolitan Toronto Official Plan sets the strategic framework for the structural elements of the metropolis. The area municipal official plans should establish policies that refine the strategic policies: for example, the development of Centres and Corridors and policies for other local land use planning matters, such as local green space systems and general development control policies. When official plans are designed in this way, the need for official plan amendments for routine applications is avoided and the planning process maintains a strategic framework and provides some certainty.

Within the framework described above, Metropolitan Toronto has a critical interest in any planning applications that affect the metropolitan structure. These would include amendments to the Metropolitan Toronto Official Plan, the area municipal official plans and secondary plans, major development applications, and the long-range plans of public agencies, because of their potential implications for long-range structure planning and for the investments that are made in these structural elements as well as in Metropolitan Toronto's operational programs. Metropolitan Toronto's responsibilities with respect to the general activities within the planning process should be clearly related to its interest in those applications affecting the metropolitan structure.

The planning process may be described within the context of six general activities, which are not necessarily sequential:

- preparation of an application and supporting studies by the proponent (landowner,

area municipal staff, Metropolitan Toronto staff, or other public agency);

• coordination and integration of comments, including the establishment of study and information requirements;

• review and comment on an application by an agency with respect to its mandate;

• community input;

• decision by a political body to adopt or approve the proposal;

• implementation.

Unfortunately Metropolitan Toronto's interest in these applications is not clearly established through its responsibilities within the existing planning process. Metropolitan Toronto is the approval authority for plans of subdivision and condominium, and it comments on zoning by-laws, severances, and other development control applications, few of which have implications for the metropolitan structure. On the other hand, even though Metropolitan Toronto has a critical interest in area municipal official plans and amendments, the Province retains responsibility for approval of area municipal official plans within Metropolitan Toronto, despite delegation of this function to other regional municipalities.

Several principles are central to an appropriate planning process to successfully implement this Plan.

• The Metropolitan Toronto Official Plan and the area municipal official plans should be the principal strategic frameworks within which development normally occurs. Area municipal zoning should function as a key development control instrument, implementing the policies of each area municipal official plan.

• Metropolitan Toronto has an interest in planning proposals that may have consequences for or may alter the metropolitan structure or operational programs of the Corporation, and that may require changes to the Metropolitan or area municipal official plans. This interest should be supported by its responsibilities within the planning process, particularly through a more defined role in the coordination of the metropolitan aspects of a proposal.

• Unnecessary or duplicated planning approvals should be eliminated.

• Approval authority and coordination functions should be delegated to the lowest appropriate level, corresponding to the type of planning activity that is being undertaken (development control or structure planning), with clear mechanisms built in to protect the interests of all levels of government and the public.

1.1 Process

Policies

It is the policy of Council:

1. to establish, in partnership with the area municipalities, a collaborative process for agency input on planning applications, in keeping with the following principles:

a) that the Metropolitan Toronto Planning Department assume lead responsibility for the coordination of Metropolitan Toronto and provincial departmental and agency input with

respect to area municipal official plans, secondary plans, other comprehensive official plan amendments, and major development proposals requiring an amendment to the area municipal plan or Metropolitan Toronto Official Plan and exceeding the provisions of the existing official plan by the following levels:

i) residential applications – 200 units;

ii) office proposals – 20,000 square metres;

iii) retail proposals – 10,000 square metres;

b) that, in respect of all locally initiated plans, amendments, and development proposals described in (a) above, the area municipality retain responsibility for the coordination of local municipal agency comments, community input, and other statutory processes stipulated by the Planning Act;

c) that Metropolitan Toronto and the affected area municipality jointly establish the terms of reference for any studies and information requirements, and a process for coordinating agency input associated with the applications described in (a);

d) that the area municipalities take the lead responsibility for the coordination of all agency comments for site-specific development applications, including site-specific official plan amendments (except major developments), zoning, and plans of condominium or subdivision;

e) that the responsibilities detailed in (a), (b), (c), and (d) above be exercised in a cooperative fashion by Metropolitan Toronto and the affected area municipality. The agency with the lead responsibility for coordination has the obligation to ensure that interests of all affected parties are considered. If the coordinating agency fails to address or consider the interests of other parties in the process, the principle of coordination shall be considered to have been abrogated.

1.2 Delegation

Policies
It is the policy of Council:

1. to seek delegation of authority for Metropolitan Toronto to approve area municipal official plans and amendments, and, subject to the necessary legislative changes, to seek delegation of authority for the area municipalities to approve plans of subdivision and condominium.

1.3 Conformity

Policies
It is the policy of Council:

1. that, in recognition of the statutory requirements of the Planning Act, all area municipal official plans be brought into conformity with the Metropolitan Toronto Official Plan within a reasonable timeframe.

2. to support area municipal official plan and secondary plan policies that are more detailed or specific in nature than those contained in this Plan, provided such policies are consistent with the goals, objectives, and policies of this Plan.

3. to support area municipal zoning provisions that establish basic height, density, and uses in a manner that eliminates the need for site-specific zoning amendments for routine applications that conform to the area municipal official plan.

4. to encourage senior government agencies and departments to consult with Metropolitan

Toronto and to refer to this Plan when initiating plans and programs that may affect Metropolitan Toronto.

5. that all activities of the Metropolitan Toronto Corporation are subject to the policies of this Plan, and furthermore, in recognition of the statutory requirements of the Planning Act, that all public works carried out within Metropolitan Toronto must conform to the Plan.

2 Financial Resources and Investments

Objective

To use Metropolitan Toronto's fiscal resources as effectively as possible to implement the initiatives of this Plan in a fiscally responsible manner.

Metropolitan Toronto's revenues are derived from three major sources: property taxes, permit and user fees, and transfer payments from provincial and federal governments. These traditional revenue sources may not be sufficient to finance the capital works and improvements required over the next 20 years. The Corporation may require innovative funding mechanisms to finance infrastructure improvements, acquire land for social housing, and implement the other policies in this Plan. Such measures may include the institution or expansion of user fees, land-value capture initiatives, and the intensification and diversification of land uses on property owned by Metropolitan Toronto.

In addition, financial constraints and the need to balance Corporate priorities to meet changing needs require that many of the capital works and program initiatives proposed in this Plan will be implemented in phases, reflecting the budgetary priorities at any given time.

Policies

It is the policy of Council:

1. to use financing mechanisms available to the Corporation under existing and future legislation to offset the financial impact of development, including securing appropriate financial contributions from the private sector towards transportation and servicing improvements when demand for such improvements is created by proposed development.

2. to budget for the initiatives outlined in this Plan through the capital works budget and other Corporate budget processes, recognizing that the implementation of this Plan will occur in a phased manner within the financial constraints and priorities set by Council, with respect to the total responsibilities assigned to the Corporation.

3 Development Review

Objective

To achieve an integrated development review process that is clear and consistent, emphasizes excellence in design, and is undertaken within a reasonable timeframe.

The current development review process (the process through which a planning application goes from the time it is submitted to the appropriate planning authority until a decision is made on it by the political deci-

sion-making body) can be described in two general stages. The initial stage includes the submission of an informal or formal application, information gathering, completion of necessary studies for agencies to complete their review, and community involvement. The final stage includes the evaluation and recommendations once all studies have been undertaken and information on the application is truly complete, and the decision by the appropriate council.

The current development review process has several weaknesses, including:

- lack of a clear understanding by the proponent of the process and of the requirements that must be met;
- lack of consensus among the various parties on what information and studies will be required and at what stage in the process;
- lack of information about the potential impacts of a proposal early in the process;
- lack of a clear timeframe in which the review should normally be expected to occur.

The following principles should be reflected in the development review process to improve its effectiveness and efficiency.

- All affected parties, including the community, should be involved early in the process to ensure that concerns are identified and addressed.
- All parties should be obliged to identify requirements to be met and matters to be addressed, such as impact studies, at the beginning of the process.
- When a proponent has fulfilled all the established requirements, an application should be considered to be complete, with the expectation that the political decision-making body will strive to make a decision within a defined timeframe.

An effective and efficient development review process is critical to the successful implementation of this Plan. The Plan establishes a number of requirements that must be addressed by a development proponent, and it is essential that these be considered in the early planning stages through a process described as the Metropolitan Impact Evaluation.

The Metropolitan Impact Evaluation is intended to assess whether a proposal fulfils the requirements of the Plan. It integrates all the applicable social, environmental, economic, and transportation studies that may be required by the Plan. Within this policy framework the specific requirements will reflect the specific nature of the proposal. The Metropolitan Impact Evaluation may be required for any major proposal that is large enough to have significant impacts on the metropolitan structure and on the operating programs of the Corporation. It will not be required for routine applications.

This process will enable Metropolitan Toronto and the area municipalities to evaluate a development in terms of anticipated community-wide impacts on the natural, built, economic, and social environment, and to identify methods of reducing impacts. Consideration of the environmental, social, and economic factors in the early planning stages will help to provide a metropolitan context for development applications.

Policies
It is the policy of Council:

1. that a development review process be established by the area municipalities, in cooperation with Metropolitan Toronto and other public agencies, that incorporates the following elements:

a) an initial process that includes provisions for community involvement and for the formal identification and publication at the beginning of the development review process of all matters to be addressed and studies to be required;

b) a listing of the study requirements and standards to be used for evaluating the proposal;

c) timeframes within which Metropolitan Toronto and area municipal comments and decisions should be made.

2. that, in regard to policy 1 (c) above, Metropolitan Toronto's responsibilities with respect to the processing, technical review, and approval of planning applications be exercised in an effective and efficient manner. To this end, standards for appropriate timing for the delivery of comments and decisions will be established in cooperation with area municipalities in accordance with the Development Review Guidelines, and reviewed on a periodic basis to assess their effectiveness.

3. to identify, as part of any initial process under 1 (a) above:

a) the requirements of this Plan that apply to the proposal, including the terms of reference for any Metropolitan Impact Evaluation required under policy 4 below;

b) any other general information, studies, or matters that must be addressed by the proponent.

4. that a Metropolitan Impact Evaluation addressing the requirements of this Plan may be required for applications that require an amendment to the area municipal official plan or Metropolitan Toronto Official Plan and that meet any of the following descriptions:

a) major development proposals;

b) applications within Core Enterprise Areas;

c) applications in or adjacent to the Principal Elements of the Metropolitan Green Space System;

d) areas identified in the Metropolitan Toronto Waterfront Plan as being of interest to Metropolitan Toronto;

e) applications such as a major cultural or entertainment facility, deemed by Council to have the potential for significant impact on the metropolitan structure and the capital works or operational programs of the Corporation.

4 Area Municipal Bonusing Provisions

According to section 37 of the Planning Act, RSO 1990, area municipalities may authorize increases in density or height in exchange for the provision of facilities or services, provided there are Official Plan policies governing such transfers. The site-specific and cumulative effects of these increases have implications for the provision and capacity of metropolitan services and facilities.

Policies
It is the policy of Council:

1. that area municipal official plan amendments to permit an increase in height and density under section 37 of the Planning Act must meet the following criteria:

a) that the metropolitan services, including transportation, water, and sewage services as well as community services and facilities, can accommodate the increased demands created by the density bonus;

b) that there be a reasonable planning relationship between the increase in height and density and the facility, service, or other consideration received in return; and to this end, area municipalities shall consider the value of the benefit to the developer as part of the incentive;

c) that such bonuses be limited to buildings, structures, and physical spaces for specific uses that have clear public benefits. Such increases should not be used to promote the provision of ongoing operating funding that is the responsibility of the area municipality, Metropolitan Toronto, or other levels of government.

5 Land Acquisition and Management

Objective
To acquire land and manage the Corporation of Metropolitan Toronto's land holdings to achieve the objectives of this Plan.

Metropolitan Toronto administers an extensive portfolio of properties, buildings, and structures in the course of carrying out its mandate. The land management function of the Corporation includes the acquisition of property required for capital works initiatives and the disposal of surplus properties. When these lands are deemed to be surplus to departmental needs, they should be reviewed for their potential to support the objectives of this Plan, particularly in regard to housing, green space, and heritage conservation.

Policies
It is the policy of Council:

1. to continue to acquire property to meet the needs identified in the capital works program.

2. to pursue an expanded land acquisition and management program to implement the policies of this Plan. Such a program may include leasing rather than selling surplus properties, and considering compatible interim uses for surplus land.

3. to review regularly all lands held by the Corporation, the purpose for which such lands are held, and their relationship to future capital works programs.

4. to continue to lease surplus sites suitable for housing to non-profit housing agencies at rates commensurate with the maximum unit price set by the senior levels of government.

5. to review proposed land acquisitions and land holdings to determine whether additional uses can be included on the site, in order to ensure that the site will not be underutilized, having regard for the nature of the proposed uses and compatibility with the surrounding community.

6 Coordination, Consultation, and Community Participation

Objective

To develop effective methods of coordination and consultation between all parties, including the general public, involved in implementation of the Plan.

The planning issues and strategies developed in this Plan affect many departments, agencies, and commissions within Metropolitan Toronto, as well as other levels of government. Metropolitan Toronto recognizes that other agencies and levels of government have jurisdiction over areas and functions that affect the municipality. The planning process will function efficiently and effectively if there is coordination and cooperation between parties.

An effective community participation process enables people who live in the community to make informed decisions about planning issues that affect the place in which they live. Active community participation can also encourage the two-way flow of information between the community and the Metropolitan Toronto government, by enabling the community to articulate its needs, concerns, and opinions to the Metropolitan Toronto Council. In turn, Council has a responsibility both to inform and to respond to community residents.

A number of mechanisms are designed to facilitate community participation. The Planning Act and the Environmental Assessment Act provide a number of important legal avenues through which citizens can express their concerns about land use changes, development proposals, and public works.

Notwithstanding these statutory requirements, the minimum acceptable level of citizen participation in the planning process is one that provides citizens with opportunities to address their concerns to members of Council in a meaningful and expedient manner.

Metropolitan Toronto, through the Strategic Plan and the Social Development Strategy, has made a commitment to community participation. Residents will be provided opportunities to be involved in the Plan's development and monitoring process. This process will include the identification of key issues and options. An important component of the community participation process is providing information to residents about the complex issues facing Metropolitan Toronto. In order to enhance community understanding of such issues, the municipality will provide information to individuals and community groups through a variety of means, such as background reports, community forums, and informal meetings and other non-statutory mechanisms.

6.1 General Policies

Policies

It is the policy of Council:

1. to require that the design of Corporate studies, guidelines, and programs affecting the metropolitan structure include effective and efficient ways to seek, obtain, and take into consideration the opinions of residents of affected communities, based on their knowl-

edge of community needs and how they are best addressed.

2. to ensure that continuous efforts are made to improve communications on planning matters between Metropolitan Toronto's government and the community, by initiating a community networking process that involves informal and timely contacts with community groups as an ongoing and integral part of the policy development process.

3. to develop a community information process to deal with the Metropolitan Toronto reurbanization strategy and its various components.

4. to establish an enhanced consultation process within the Corporation to ensure a coordinated and timely Corporate review of initiatives, coordinated data collection and information management systems, and other information-sharing activities.

5. to develop and use mediation and conflict resolution mechanisms as a supplement to the statutory public consultation procedures in the planning process, to reach consensus where possible, and to enhance the effectiveness of the overall consultation process.

6. to establish partnership agreements among government agencies and between government and private-sector interests as a means of easing cooperation and coordination and clarifying shared responsibilities.

6.2 Plan Amendment Procedures

Policies
It is the policy of Council:

1. to ensure that in the course of the preparation of proposed Official Plan amendments, adequate information is made available to the public; for this purpose, Council shall direct that at least one public meeting be held, notice of which shall be given in the manner and to the persons indicated below.

2. to require that the public meeting shall be held, either by Council or by such standing committee or committees of Council as Council shall direct, not sooner than 30 days after the requirements for the giving of notice have been complied with; the meeting shall be open to the public, and any person who attends the meeting shall be afforded an opportunity to make representation in respect of the proposed Official Plan amendment.

3. that notice of such public meeting be given:

a) by publication in a newspaper that is, in the opinion of the Metropolitan Clerk, of sufficient general circulation in the area to which the proposed Official Plan amendment would apply that it would give the public reasonable notice of such meeting; or

b) by personal service or prepaid first class mail, to every owner of land:

i) in the area to which the proposed Official Plan amendment would apply; and

ii) within 120 metres of the area to which the proposed Official Plan amendment would apply,

as shown on the last revised assessment roll of the area municipality, at the address shown on the roll; but where the Clerk of the area municipality has received notice of a change of ownership of land, notice shall be given only to the new owner at the address set out in the written notice.

4. that notice of such public meeting also be given by personal service or prepaid first class

mail to every person and agency that has given the Metropolitan Clerk a written request for such notice in respect of the proposed Official Plan amendment at the address shown in such request.

5. that the notice contain a statement that oral and written deputations shall be entertained; where such public meeting is held by a standing committee or committees of Council, the notice shall also contain a statement that only written deputations shall be forwarded to Council.

6. that where such public meeting is held by a standing committee or committees of Council, the Metropolitan Clerk, following the completion of such meeting, shall submit a written report to Council containing the recommendations, if any, of the committee or committees, with reasons on the merits of the proposed Official Plan amendment, together with a copy of all written submissions received in respect of the proposed Official Plan amendment and a list of the names and addresses of all persons who made representations at such meeting.

7 Monitoring, Plan Review, and Updating

Objective

To develop effective information gathering and monitoring systems.

The Official Plan is a means of guiding short-range public and private actions across Metropolitan Toronto according to long-range considerations of the public interest. The goals and objectives in the Plan are based on characteristics of and assumptions about the economic, natural, and social environment. These characteristics and assumptions can change over time. Political and technological changes can also significantly affect the ability to implement the Plan. A mechanism for monitoring these changes is required in order to identify emerging issues and trends, to analyze the effectiveness of the Plan, and to permit adjustments and updating where required.

A comprehensive monitoring system is particularly important at a time when new policy areas are being developed. Many of the policy initiatives suggested in Chapter 2 in the sections "Healthy Environment" and "Social Well-Being" are without precedent in a Metropolitan Toronto context and should be monitored rigorously. It is equally important to test the relationships among policy initiatives so as to ensure that the planning assumptions are correct. For example, intensified, mixed-use developments are believed to result in a reduction in commuting. An effective monitoring system would evaluate the accuracy of that belief.

Policies

It is the policy of Council:

1. to review the Metropolitan Toronto Official Plan policies at regular intervals and, when necessary, to revise the Plan in accordance with the Planning Act to reflect the changing needs of residents.

2. to undertake, in addition to periodic review, selective amendments to the policies of this Plan to address changing conditions, as required; and to incorporate changing legislation, regulations, or policy statements declared by the Province from time to time pursuant to the Planning Act.

3. to develop a monitoring system that incorporates the specific information, indicators, and targets expressed in this Plan, including targets for carbon dioxide emissions, housing, employment, and transportation, and other factors as developed from time to time. The system will serve as a basis for assessing the effectiveness of the Plan in achieving its objectives, and for identifying possible changes needed. The targets expressed in this Plan are a guide for future actions and provide a means of assessing progress in meeting the objectives of the Plan. They are not binding Official Plan policy, and shall not be used as the sole basis for approving or denying an application.

4. to report on trends, targets, and progress in Metropolitan Toronto at the beginning of each new term of Council, including the following components:

a) progress in achieving air, water, and soil quality objectives; progress in the reduction and management of solid waste; and progress in the management of valley lands and wetlands in the municipality. The report will also develop and evaluate other indicators of environmental sustainability;

b) an analysis of labour force characteristics (growth, participation rates), changes in levels of unemployment, nature of employment, development of Centres, Metropolitan Toronto and GTA office market indicators (supply, demand, vacancy rates), changes within Core Enterprise Areas, residential development activity, and transportation characteristics (goods movement, modal splits, traffic volumes). Emphasis will be placed on evaluating the effectiveness and distribution of transit investments, the implementation of which is essential to the achievement of the objectives and targets in all areas of the Plan;

c) demographic characteristics and trends (such as population, household composition, age distribution), community service requirements, results of housing needs assessments, progress in meeting housing targets, community safety issues, progress in conserving natural and built heritage resources, progress in enhancing streetscapes, public art acquisitions, parks and open space developments, and other quality-of-life issues.

5. to conduct a systematic and comprehensive review of this Plan at regular intervals of at least five years to ensure that the objectives and policy directions set out in the Plan remain realistic in light of changing social, economic, environmental, and technological circumstances, and to amend the Plan, if necessary, after such a review.

6. to incorporate the relevant policies established through the Waterfront Plan process by amendment to the Metropolitan Toronto Official Plan.

8 Interpretation

Policies
It is the policy of Council:

1. that the "Introduction" and "Guidelines" are intended to be used in conjunction with the policies contained in "The Official Plan"; a change in either of these sections of this document will not require an amendment to the Plan.

2. that in the event of a conflict, the more detailed goals, objectives, and policies of Chapter 3 of this Plan prevail over the policies of Chapters 1 and 2.

9 Amendments to the Plan

Policies
It is the policy of Council:

1. that in considering amendments to this Plan, Council shall be guided by the following criteria:

a) the need for the proposed change;

b) the effect of the proposed change on the need for metropolitan services and facilities;

c) the impact of the proposed change on the achievement of Metropolitan Toronto's goals, objectives, and policies, as expressed in this Plan, and on other Metropolitan Toronto policies.

Guidelines

These guidelines, adopted by Council from time to time, are intended to help outline possible ways of addressing the requirements of the Plan. They do not constitute a formal part of the Plan.

Copies of existing guidelines are available through the Metropolitan Toronto Planning Department.

1. Guidelines for the Reurbanization of Metropolitan Toronto

2. Metropolitan Toronto Streetscape Guidelines: to be prepared

3. Development Review Guidelines: to be prepared

Development Review Guidelines

It is proposed to develop guidelines in cooperation with area municipalities on the development review process. As part of these guidelines, targets for review and decision-making will be identified. Preliminary targets are proposed on the following page.

Targets for Review and Decision-Making

	Targets for Initial Identification of Study Requirements	Targets for Technical Review[1]	Targets for Decision-Making[2]
Secondary plans and comprehensive amendments	90% in 60 days	90% in 90 days	90% in 180 days
Site-specific Official Plan amendments and zoning by-law amendments	90% in 30 days	90% in 60 days	90% in 120 days
Site plan	--	90% in 30 days	90% in 60 days

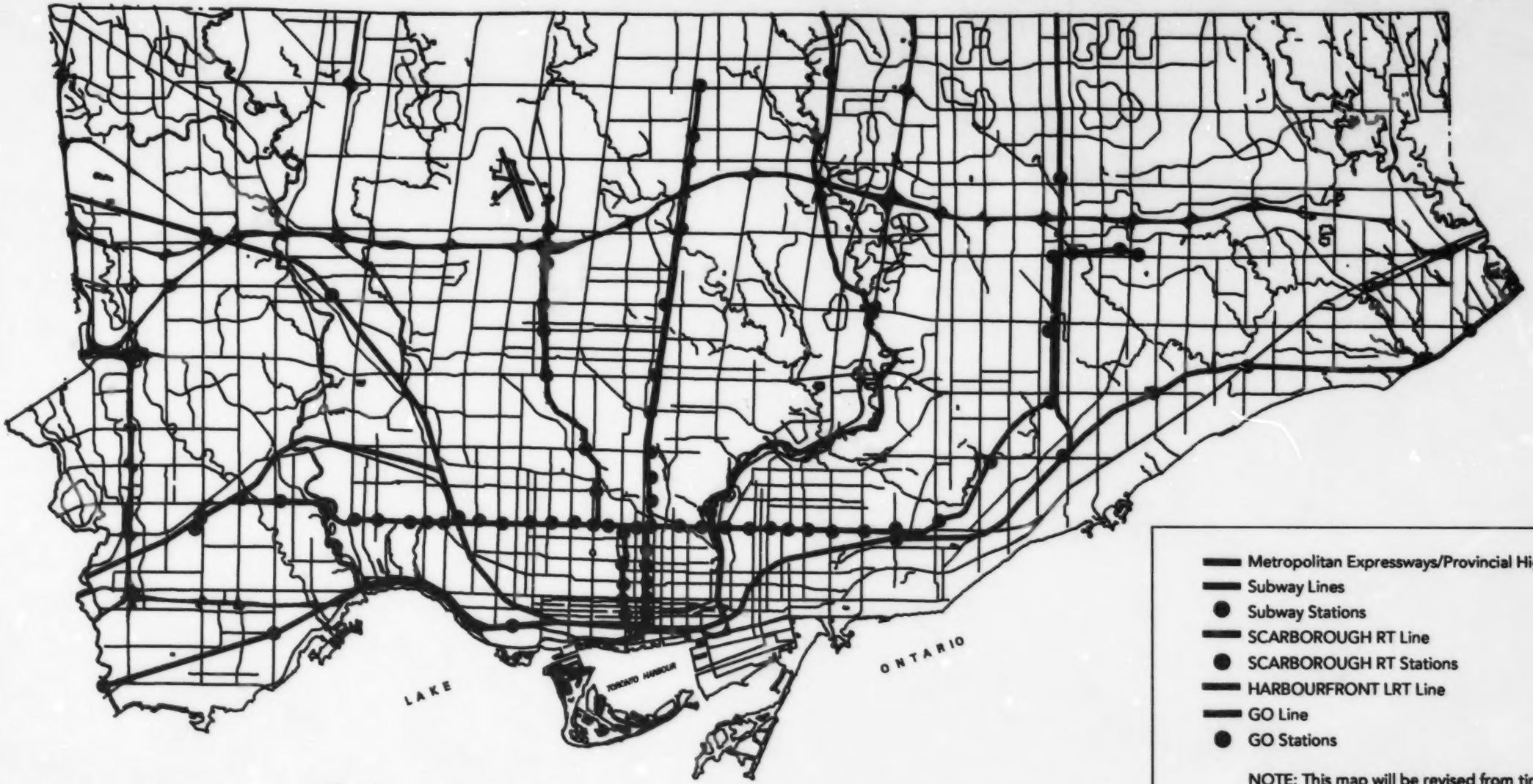
1 Time between completion of all studies and information requirements and response to decision-making authority.

2 Time between completion of all studies and information requirements, and a Metropolitan Toronto or area municipal council decision.

Appendices

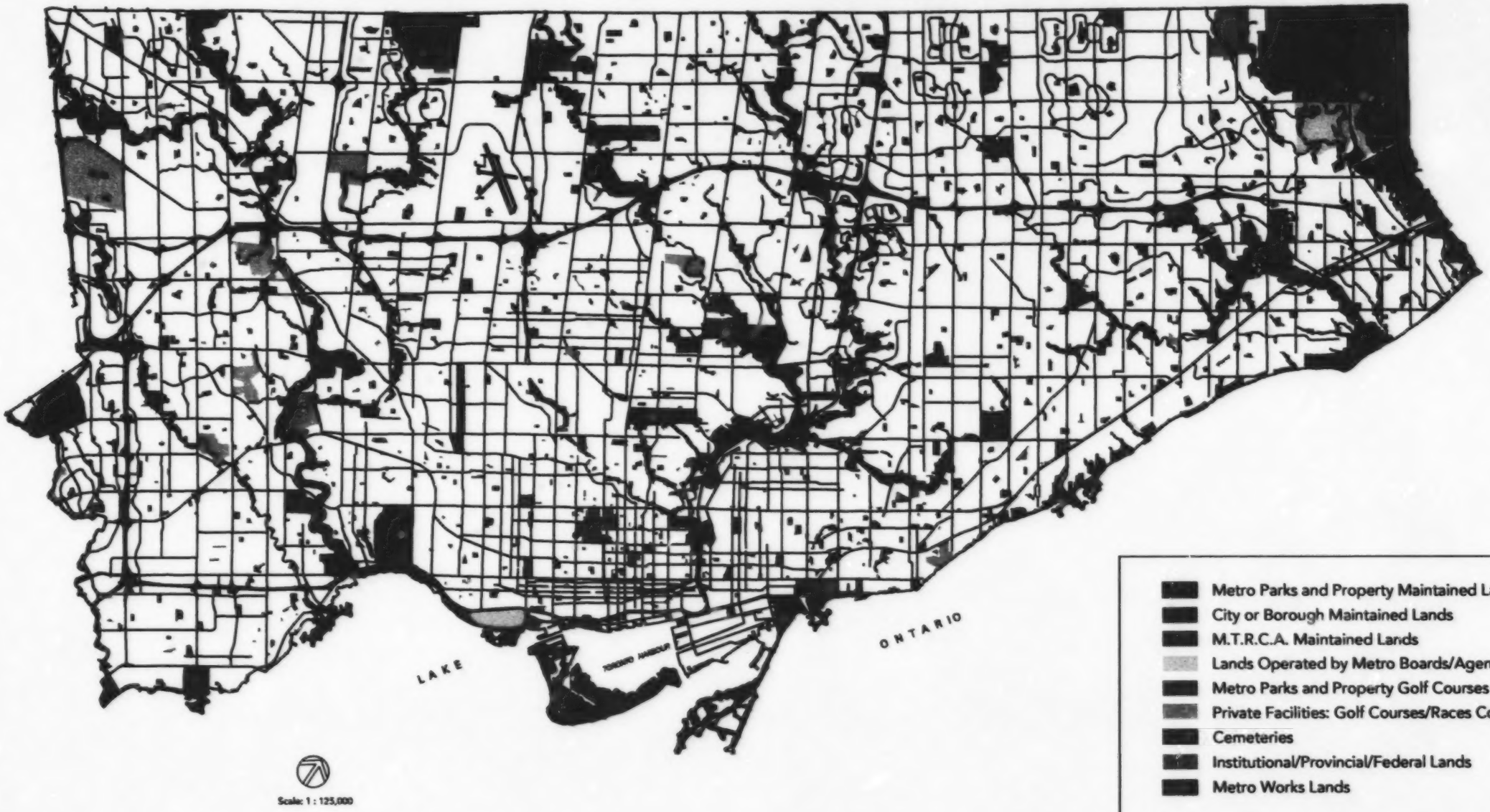
The following maps are for information only and will be updated periodically as transit facilities are constructed or changes occur within the Metropolitan Green Space System.

Appendix 1 : **Existing Rapid Transit Facilities**



Appendix 1 : **Existing Rapid Transit Facilities**

Appendix 2 : **Metropolitan Green Space System**



Appendix 2 : **Metropolitan Green Space System**

Definitions

Accessory apartments: additional homes created in houses and other residential structures by renovations or additions to increase the number of separate residential units.

Affordable: annual costs that do not exceed 25 per cent of the gross annual household income for tenants or 30 per cent for owner-occupied households.

Affordable housing: housing whose rents or prices would be affordable to the lowest 60 per cent of the income distribution for tenant households in the Toronto Census Metropolitan Area, and which would be intended primarily for such households.

Area of Natural and Scientific Interest (ANSI): a land or water area with natural landscape or feature recognized as having value associated with protection, natural heritage appreciation, scientific study, or education.

Area of Special Regional Identity: an area, site, or landscape defined by physical or perceptual boundaries of its specific character and quality, such character and quality being generically related to the identity of the region.

Balance zone: the lands within a radius of approximately one kilometre from a reurbanization area.

Bicycle lane: an area on roads separated by a painted line for the exclusive use of bicycles.

Bicycle path: dedicated route other than on a road for the exclusive use of bicycles.

Building, civic: a public building housing government or community functions.

Building, public: a building serving the general public.

Ceremonial route: a street that is an essential part of a formal act or series of acts

prescribed by ritual, protocol, or convention and whose ceremonial role is reflected in its design treatment.

Community: an area larger than a neighbourhood but smaller than an area municipality, possibly crossing two or more area municipal boundaries; or residents with a common interest and an established forum to articulate that interest.

Community Reach Plan: a document prepared by the Metropolitan Toronto and Region Conservation Authority addressing public safety, environmental quality/rehabilitation, public access, and integration with adjacent lands within a linear section of a valley or stream corridor.

Commuter rail: passenger rail service generally serving medium- to long-distance trips within Metropolitan Toronto and between Metropolitan Toronto and the surrounding regions, such as GO Transit.

Congestion management: actions or programs designed to improve the effectiveness and efficiency of transportation facilities and services, such as high-occupancy vehicle lanes, transit priority measures, and on-street parking restrictions.

Core habitat: an area that is a significant or healthy remnant of the original natural landscape and contains a large undisturbed area essential for the maintenance of a wide variety of plants, wildlife, and other organisms, representing a genetic pool capable of regenerating the area.

Corporation, the: the Municipality of Metropolitan Toronto.

Correctional group home: a group home operated primarily for persons who have been placed on probation, released on parole, or admitted for correctional purposes.

Council: the Council of the Municipality of Metropolitan Toronto.

Curb-space management: actions or programs designed to allocate curb-space for various needs such as vehicular movement, transit vehicle loading, and commercial vehicle loading, while preserving the ability of the road system to move people and goods.

Density, high: gross density with a minimum Floor Space Index (FSI) of 3.0 or 150 Units per Hectare (UpH).

Density, low: gross density with a maximum Floor Space Index (FSI) of 0.9 or 49 Units per Hectare (UpH).

Density, medium: gross density with a minimum Floor Space Index (FSI) of 1.0 or 50 Units per Hectare (UpH) and a maximum FSI of 2.9 or 149 UpH.

Design guidelines: a set of discretionary statements to guide land development to achieve a desired level of quality for the physical environment.

Driver information systems: systems to convey information to drivers such as location of accidents or congestion, suggested routes, and detours, through on-board displays, changeable roadside signs, or other means.

Ecosystem approach: a strategy focusing on links and relationships involving air, land, water, and living organisms, including humans.

Edge condition: the degree to which the line where an area begins or ends can be perceived as a distinctive boundary.

Environmentally Significant Area (ESA): land or water area with natural features or ecological functions of such significance as to warrant their protection or preservation.

Expressway: a road whose function is the movement of motorized vehicular traffic over medium to long distances at high speed, access to which is available only by means of a limited number of grade-separated interchanges.

Fill Regulation Line: the extent of lands abutting a river, stream, or lake established under the Conservation Authorities Act for regulating the construction of buildings or structures, the placement or dumping of landfill, and the alteration of watercourses under the jurisdiction of the MTRCA.

Flood plain: the area adjacent to a watercourse or the lake that is subject to flooding.

Greater Toronto Area (GTA): the area comprising Metropolitan Toronto and the adjacent four Regional Municipalities of Durham, Halton, Peel, and York.

Gross reurbanization density: the total number of residents and/or workers per hectare in a specified area.

Group home: a supervised single housekeeping unit in a residential dwelling for the accommodation of three to ten persons, exclusive of staff, who, by reason of their emotional, mental, social or physical condition, or legal status, require a group living arrangement for their well-being; in addition:

- the members of the group are referred by a hospital, court, or government agency or recognized social services agency or health professional; and

- such facility is funded wholly or in part by any government, other than funding provided solely for capital purposes, or such facility is licensed or approved under provincial statute.

Headway: time between successive transit vehicles travelling in the same direction on a given route.

Heritage: the natural and human legacy considered to have value to Metropolitan Toronto, including built and natural environmental features, recorded information, artifacts, and cultural traditions.

High-occupancy vehicle: a vehicle carrying three or more occupants.

Human scale: a sympathetic proportional relationship of the physical environment to human dimensions, acceptable to public perception and comprehension in terms of the size, height, bulk, and/or massing of buildings or other features of the built environment.

Income, low: annual income within the lowest 30 per cent of average household income for the Greater Toronto Area, determined in accordance with current provincial policy statements and guidelines.

Income, moderate: annual income between 30 and 50 per cent of average household income for the Greater Toronto Area, determined in accordance with current provincial policy statements and guidelines.

Indicator species: species whose presence or absence in an area indicates the relative health of that environment.

Industrial area: an area comprising a significant concentration of industrial uses.

Industrial uses: activities or operations under the Standard Industrial Classification (SIC), including but not restricted to manufacturing, assembling, processing, and warehousing of products or materials.

Mainstreet built form: street-oriented medium-rise development for residential or mixed residential and commercial use served by high-frequency transit, emphasizing local retail to promote social interaction and community focus.

Major development: development proposals that require an amendment to the area municipal plan or Metropolitan Toronto Official Plan and exceed the provisions of the existing official plan by the following levels:

- residential applications — 200 units;
- office proposals — 20,000 square metres;
- retail proposals — 10,000 square metres.

Massing: the overall bulk, size, physical volume, or magnitude of a structure or project.

Metropolitan entranceway: a strategic and symbolic location that serves as a memorable point of entry to the metropolitan region.

Metropolitan Toronto: the geographic area bounded by the outer limits of the cities of Etobicoke, North York, Scarborough, and Toronto.

Metropolitan Toronto trail network: a network of pathways for walking, jogging, skiing, and cycling, established within the Metropolitan Green Space System.

Microclimatic: the influence of sun and wind on the local climate of a small area, site, or habitat.

Modes: different types of travel such as public transit, automobile, commuter rail, cycling, or walking.

Modal share: the percentage of trips using a given mode of travel.

Noise Exposure Forecast/Projection (NEF/NEP): contours indicating the levels of noise affecting areas around major airports forecast or projected by Transport Canada; used to regulate land uses.

Office park: automobile-oriented areas with concentrations of office and related uses as designated in the 1980 Official Plan.

Peak period: the time periods during the day with the greatest travel volumes, generally the two- or three-hour periods during a weekday specifically defined by Council from time to time.

People with Special Needs: People requiring speical facilities or services in order to attain a level of self sufficiency and to function equitably in their community.

Public realm: publicly owned streets, sidewalks, rights-of-ways, parks, other publicly accessible open spaces, and public and civic buildings and facilities.

Recreational activity area: a developed area containing a variety of facilities and structures, including food concessions, for active recreational uses across Metropolitan Toronto.

Regional identity: the generic character and quality of a region by which the image and essence of the region is conveyed and as strongly influenced by:
• physical features and appearance: the actual physical structure of a region;
• observable activities and functions: how the population of a region interacts with it, how their cultural institutions have affected the region and, how the buildings and landscape are used;
• meanings or symbols: the result of human intentions and experiences or the reaction by the public to the physical and functional aspects of a region.

Regional storm: a storm of the magnitude of Hurricane Hazel in the southern Ontario region, determined in accordance with provincial policy currently in effect.

Regulatory flood plain: the approved standard used in a particular watershed to define the lands subject to flooding in a regional storm.

Residential intensification: increasing housing densities in areas designated for residential redevelopment.

Scenic route: a street, path, or trail providing connected or continuous visual access to a picturesque view or landscape.

Signature feature: a characteristic in the appearance or quality of something that indicates ownership.

Soil remediation: cleansing soil by removing harmful chemicals, metals, and other contaminants.

Solid waste management: the systematic control of the collection, transportation, storage, processing, and disposal of municipal, commercial, and non-hazardous industrial unwanted and discarded material.

Spatial definition: the three-dimensional qualities of a space defined by the physical characteristics of those elements that enclose it.

Street, arterial: a street whose primary function is the movement of vehicular traffic at moderate speeds. "Street" is intended to be the equivalent of "road," referred to in provincial legislation.

Street, Metropolitan Toronto: a street forming part of the Metropolitan Toronto street system.

Street, primary arterial: an arterial street providing enhanced vehicular movement through restrictions on property access and limited connections with local streets.

Street system, Metropolitan Toronto: the network of Metropolitan Toronto arterial and primary arterial roads and expressways established under Part VI of the Municipality of Metropolitan Toronto Act.

Subway: rapid transit operating on rails within a totally segregated right-of-way, capable of carrying up to 35,000 passengers per hour in each direction.

Subwatershed: the drainage area for a portion of a river or tributary.

Teleport: specialized regional centres for all types of communications by satellite or other long-haul systems, integrated with comprehensive economic strategies and related land use development.

Traffic signal priority: measures designed to provide preferential treatment to certain vehicles, such as exclusive green for transit vehicles, at traffic control signals.

Transit, high-frequency: surface transit operating at peak periods with headways of four minutes or less and carrying a minimum average of 900 passengers per hour; and rapid transit.

Transit, light rail: a transit vehicle operating generally within a protected right-of-way, capable of carrying 5,000 to 15,000 passengers per hour in each direction, such as tandem and articulated vehicles and Waterfront LRT.

Transit, public: transit services generally available to the public, usually with established fares and published schedules of operation, including bus, streetcar, light rail transit, subway, and special services.

Transit, rapid: public transit services operating within a dedicated or protected right-of-way with greater speed and capacity than surface transit services, such as subway, busway, and Scarborough RT.

Transit, special services: public transit services provided to serve people with specific needs, such as those with mobility or perceptual limitations or those willing to pay extra for premium services, such as Wheel-Trans and express services.

Transit, surface: public transit services generally operated on the street system in mixed traffic, such as buses and streetcars.

Travel demand management: actions or programs designed to reduce or modify the demand for travel to make optimum use of existing and future transportation facilities and services such as ride-sharing, encouragement to walk, cycle, or use transit, and encouragement to travel outside peak travel periods.

Urban envelope: lands designated in approved regional and municipal official plans for urban development.

Valley corridor: the natural valley landform plus 10 metres from the crest of a stable valley slope or the projected stable slope for unstable valley slopes.

Valley crest: the point where there is a break in the valley slope or grade that distinguishes the valley landform from the surrounding landscape.

Valley slope: the degree of deviation in the elevation of lands abutting a valley from the adjacent horizontal plain, measured in degrees, percent, or a numerical ratio.

Valley slope, stable: gradually sloping valley walls with no sign of erosion or stress, generally well vegetated and with a profile of at least twice the horizontal to vertical

distance measured from the crest and toe of the slope.

Valley slope, unstable: steep valley walls with a profile of less than twice the horizontal to vertical distance measured from the crest and toe of the slope.

View/View corridor: the visual qualities of physical elements such as structures, landscapes, features, or activities defined by the range of vision from a specific vantage point.

Watershed: the area of land from which the flow of surface runoff drains into a river and its tributaries.

Zero increase in runoff: no increase in that portion of the precipitation on a drainage area that is discharged from the surface area into a storm or stream channel.